



Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

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is wrapped up in your eyes. If they are weakened then your earning capacity is lowered, unless you bring them to their normal state by the use of ACCURATE GLASSES.
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No. 19,868. 號八十六百八千九萬一第 日八十月正年戌壬 HONGKONG, TUESDAY, FEBRUARY 14TH, 1922. 二拜禮 號四十月二年一治國民華中 PRICE, \$3 PER MONTH

INTIMATION CHAMPAGNES

Quarts. Pintes. Duty paid	
Pommery & Greno	\$84 \$97
Veuve Cluquot	94 97
Bellinger	92 95
Piper Heidsieck	90 93
Geol Goulet	90 93
Delbeck	44 46

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TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	every 15 minutes.
8.00 " " 9.30 " "	" 10 "
9.30 " " 11.00 " "	" 15 "
11.30 " " 12.30 p.m.	" 15 "
12.30 p.m. " 2.30 " "	" 10 "
2.30 " " 4.00 " "	" 15 "
4.00 " " 8.10 " "	" 10 "

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m., 9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.

SUNDAYS.	
7.30 a.m. to 7.45 a.m.	
8.00 a.m. to 9.30 a.m.	every 15 minutes.
9.30 " " 11.00 " "	" 10 "
11.30 " " 12.00 noon " "	" 15 "
12.00 noon " 1.00 p.m. " "	" 10 "
1.00 p.m. " 4.00 " "	" 15 "
4.00 " " 8.10 " "	" 10 "

NIGHT CARS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, The Tennis Road.
Season and punch tickets available for all cars, not already full, running as the time stated in the Company's time-table, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheques or Comproadors Order represent Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15th, 1921, until further Notice (All previous Time Tables cancelled).

DOWN TRAINS											
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
CANTON (Old Station)	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.

UP TRAINS											
Station	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
YUEH KUNG	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.

Will stop at Taipo and Sheungshui, except on Sundays, for First-Class Passengers on notice being given to the guard at Kowloon.
Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

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Failing ... dep. 7.45 11.30 2.30 5.30
Shau Tau Kok ... dep. 8.30 10.15 1.05 5.00
Failing ... arr. 8.40 12.25 3.15 7.15
Shau Tau Kok ... arr. 7.35 11.10 2.00 5.55

The Railway Administration do not guarantee that the trains mentioned in this table will connect with the trains as shown.
Further information may be obtained at the Railway Offices, Kowloon, from Messrs. T. C. COOK & SON, Hongkong, or from The American Express Company, Hongkong.

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Osaka (Nikko) — Lakewood Hotel Kamakura — Kamakura Hotel Kamakura — Kamakura Hotel Kamakura — Kamakura Hotel Kamakura — Kamakura Hotel Kamakura — Kamakura Hotel	Kyoto — Kyoto Hotel Kyoto — Kyoto Hotel Kyoto — Kyoto Hotel Kyoto — Kyoto Hotel Kyoto — Kyoto Hotel Kyoto — Kyoto Hotel	Nagasaki — Nagasaki Hotel Nagasaki — Nagasaki Hotel Nagasaki — Nagasaki Hotel Nagasaki — Nagasaki Hotel Nagasaki — Nagasaki Hotel Nagasaki — Nagasaki Hotel	Shimoda — Shimoda Hotel Shimoda — Shimoda Hotel Shimoda — Shimoda Hotel Shimoda — Shimoda Hotel Shimoda — Shimoda Hotel Shimoda — Shimoda Hotel
IN TAIWAN (FORMOSA)			
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IN MANCHURIA			
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MAATSCHAPPIJ.**

NOTICE TO CONSIGNEES.
FROM BELANG VAN DELI PENANG AND
SINGAPORE.

THE SWEDISH EAST ASIATIC CO.,
LTD., OF GOTHENBURG.

NOTICE TO CONSIGNEES.
WITH reference to our advertisement dated 8th FEBRUARY 1922, consignees are hereby notified that Owners of Swedish steamer "JAPAN" have telegraphically instructed us to refer consignees of cargo for Hongkong and/or transshipment cargo at Hongkong to Clause No. 10 of Bill of Lading.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
Agents.
Hongkong, 10th February, 1922. [393]

NOTICE TO CONSIGNEES.
CONSIGNEES of cargo for Hongkong per the "EASTERN" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be landed at Yokohama or Kobe and Consignees are recommended to make the necessary arrangements as to insurance etc. accordingly. The cargo will be transhipped to Hongkong as soon as conditions at this port become normal.

MAACKINNON MACKENZIE & CO.
Agents.
Hongkong, 11th February, 1922. [188]

NOTICE TO CONSIGNEES.
Arrived 6th February.
FROM JAPAN PORTS.

NOTICE TO CONSIGNEES.
CONSIGNEES of cargo for Hongkong per the "PENANG MARU" are hereby notified that owing to the strike of Cargo and Wharf Coolies cargo for Hongkong will be landed at Yokohama or Kobe and Consignees are recommended to make the necessary arrangements as to insurance etc. accordingly. The cargo will be transhipped to Hongkong as soon as conditions at this port become normal.

GIBB, LIVINGSTON & CO. LTD.
Agents.
Hongkong, 4th February, 1922. [384]

NOTICE TO CONSIGNEES.
OCEAN STEAM-SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Cargo for Hongkong per the "AGAPENOR" are hereby notified that owing to the present state of affairs in Hongkong due to strike of seamen, etc. cargo for Hongkong will be landed at Shanghai and Consignees are recommended to make necessary arrangements as to insurance etc. accordingly. The cargo will be brought back to Hongkong immediately conditions at this port become normal.

BUTTERFIELD & SWIRE
Agents.
Hongkong, February 10th, 1922. [380]

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.
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Electric Lifts and Lighting.
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TERMS MODERATE.
Special arrangement for families (on application to—)
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Excellent accommodation.
First-class cuisine.
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HONGKONG HOTEL. TEA DANSANT TO-DAY.

SPECIAL EXCLUSIVE ENGAGEMENT

OF
WILL HENDER.

JAZZ SPECIALIST.

KING OF THE XYLOPHONE

5 P.M. TO 7 P.M.

TABLES MAY BE RESERVED.

REPULSE BAY HOTEL. DINNER DANSANT

WEDNESDAY, FEBRUARY 15TH.

EXCLUSIVE ENGAGEMENT

WILL HENDER

"MR. JAZZ"

KING OF THE XYLOPHONE.

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REPULSE BAY HOTEL.

DINNER DANSANT

THURSDAY, FEBRUARY 16TH.

SPECIAL ENGAGEMENT

MISS RITA SHIELD

(THE MELODY GIRL)

IN LATEST JAZZ SONGS AND MELODIES.

WILL HENDER

"MR. JAZZ"

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HONGKONG CIGAR STORE

TABACQUERIA FILIPINA

BRITISH CHINA TOBACCO STORE

AND

A. S. WATSON & CO., LTD.

ALSO

PICCADILLY

FAR EASTERN SHIPPING. RESUSCITATION OF EAST ASIATIC CONFERENCE.

Events have lately taken place in international shipping which may be of decisive importance in connection with the resumption of German world traffic, says the *Times of Ceylon*. Before the outbreak of the war, as is generally known, an agreement existed between the German and English shipping companies, which were interested in shipping in the Far East, under which competition in the Eastern waters was to be excluded. Joint agreements were in force in regard to the departure of the ships and the ports of call.

GERMAN AND ENGLISH LINES.

The East Asiatic Conference, as it was then known, has been renewed, and the renewal is of particular importance for German shipping, in view of the fact that the Hamburg-American and North German Lloyd are the German Companies. The contracting party on the English side is the Bucknall Steamship Company of London.

The new arrangement is for the establishment of a joint service to the Far East, in which both the German and English Companies will place their own vessels. As the completion of new ships for the big understandings in Germany is actively progressing, the lines will be in a position to begin the service with ships of their own. The service is the result of a friendly understanding within the scope of the pre-war Conference. At first it will be a freight service, with limited accommodation for passengers, and it will be inaugurated probably at the end of the month. By then, a number of recently built vessels will be available for the two German firms, who had been very badly hit owing to the war.

It is understood that the companies, who have come to an agreement to renew the East Asiatic Conference will endeavour to bring the other Eastern shipping interests, which are at present outside the resuscitated Conference, within the scope of the agreement. In England these concerns include the P. & O. Line, while in Germany the principal competitor is the Rickmers Line, which it is thought desirable to include in the new Conference.

A PASSENGER SERVICE INAUGURATED.

The Hamburg-America Line and the N.L.L. are opening a regular passenger service between the ports of Hamburg, Rotterdam and those of China and Japan. The service will be maintained by Ellerman Lines, the first of which has left Hamburg. The vessel recently left the builders' hands and is of 9,700 tons gross and 8,300 tons net.

The motor-ship *Havelland*, of 13,000 tons, from Hamburg is now in the Far East under the house flag of the Hamburg-American Company. The N.L.L. liner *Westfalen*, left Hamburg on January 7th.

It may be added that the two companies have been acting as the Hamburg and Bremen agents of the Holt, Bucknall and Ellerman lines.

SLAVERY IN HONGKONG.

The following letter appears in a recent number of the *Spectator*:

SIR,—The record of the *Spectator* towards slave-owning wherever it exists has been so fearless that I venture to ask for space to call attention to the situation in British Hongkong. It has been hoped that a long and possibly embittered struggle would have been avoided, but it is now clear that abolition will only come as the result of organised public exposure and pressure, possibly with an appeal to the League of Nations. I do not think anyone now denies that Commander and Mrs. Haslewood have proved their case, namely, that girls, and sometimes boys, are bought, sold, and resold—that the girls are sold into domestic bondage at a tender age, and that in the process of time the more attractive ones are again sold for a profit for quite another purpose. Our Colonial officials, both in Downing Street and Hongkong, say in effect that the admitted transfer of young people for a cash payment is not slavery, because slavery is illegal in British possessions. The official word covering this transaction is, "adoption" or "presentation." It is surely a prostitution of those benevolent words to apply them to the villainous transactions of slave trading, whereby thousands of children of tender years have been sold into bondage and, as Dr. Young has publicly stated, have become the most fruitful source from which the houses of ill-fame have been filled.

To set free these 10,000 to 50,000 little "adopted" slaves, purchased for about 50 dollars apiece, and to abolish the system, is no light task when the whole force of official machinery is working in opposition. Happily, the growing abolitionist forces in this country will not be working alone, for an abolitionist society has sprung into existence in Hongkong, composed not only of leading Chinese, but a number of British merchants who appear to be more fully alive to the evil effects of this "adopted" slave system than local officials. The urgent need of the moment is public pressure to secure an impartial inquiry, and to that end it is hoped that organized bodies will direct all their energies.—I am, Sir, etc.

JOHN H. HARRIS.

The Glen, Crawley.

SPORT.

CRICKET.

H.K.C.C. v. UNIVERSITY.

The following will represent the H.K.C.C. on the Club ground at 2.15 p.m., on Saturday next:—R. Hancock (capt.), Major H. M. Edwards, E. J. R. Mitchell, R. E. A. Webster, Lieut. Finch White, B. D. C. Morgan, F. N. Young, C. Baker, L. J. Day, E. G. Lammer, J. H. Farthing.

JAPAN AND SIBERIA. THE UNITED STATES v. JAPAN. A STRIKING SPEECH BY MR. HUGHES.

At the Washington Conference on January 23rd Baron Shidehara, speaking for the Japanese delegation, recounted at length the circumstances under which the Japanese troops had gone into and remained in Siberia, and said in conclusion: "The Japanese delegation is authorized to declare that it is the fixed and settled policy of Japan to respect the territorial integrity of Russia and to observe the policy of non-intervention in the international affairs of that country as well as the principle of equal opportunity for the commerce and industry of all nations in every part of Russia's possessions."

Mr. Hughes made the following statement:—
"The American delegation has heard the statement of Baron Shidehara and taken note of the assurance given on behalf of the Japanese government with respect to the withdrawal of troops from the maritime province of Siberia and from the province of Sakhalin."

"The United States has also noted the assurance of Japan by her authorized spokesman that it is her fixed and settled policy to respect the territorial integrity of Russia and to observe the principle of non-intervention in the international affairs of that country as well as the principle of equal opportunity for the commerce and industry of all nations in every part of the Russian possessions."

THESE ASSURANCES ARE TAKEN TO MEAN.

"These assurances are taken to mean that Japan does not seek through her military operations in Siberia to impair the rights of the Russian people in any respect or to obtain any unfair commercial advantages or to absorb for her own use the Siberian fisheries or to set up an exclusive exploitation either of the resources of Sakhalin or of the maritime provinces."

"And Baron Shidehara pointed out that the military expedition of Japan to Siberia was originally undertaken, in common accord and co-operation with the United States. It will be recalled that public assurances were given at the outset by both governments of a firm intention to respect the territorial integrity of Russia and to abstain from all interference in Russian internal politics. In view of the reference by Baron Shidehara to the participation of the American government in the expedition of 1918, I should like to place upon our records for transmission to the Conference the purposes which were then clearly stated by both governments."

Mr. Hughes then read from public declarations made by the United States and Japan in July and August 1918. He then continued:

THE WITHDRAWAL OF U.S. TROOPS

"The United States of America withdrew its troops from Siberia in the Spring of 1920 because it considered that the original purposes of the expedition had either been accomplished or would no longer be subserved by continued military activity in Siberia. The American Government then ceased to be a party to the expedition, but it remained a close observer of events in Eastern Siberia, and has had an extended diplomatic correspondence upon this subject with the government of Japan."

DIVERGENT VIEWS.

"It must be acknowledged that this correspondence has not always disclosed an identity of views between the two governments. The United States has not been unmindful of the direct exposure of Japan to Bolshevism in Siberia and the special problems which the conditions existing there have created for the Japanese Government but it has been strongly disposed to the belief that the public assurances given by both governments at the inception of the joint expedition nevertheless required the complete withdrawal of all Japanese troops from all Russian territory, if not immediately after the departure of the Czechoslovak troops, within a reasonable time thereafter."

JAPANESE OCCUPATION OF SAKHALIN AS MEASURE OF REFRAISAL.

"As to the occupation of Sakhalin in reprisal for the massacre of the Japanese at Nikolaievsk, the United States was not impressed by the serious character of the catastrophe, but having in mind the conditions accepted by both governments at the outset of the joint expedition of which the Nikolaievsk massacre must be considered an incident, it was regretted that Japan should deem necessary the occupation of Russian territory as a means of security for a suitable settlement with a future Russian Government."

U.S. ATTITUDE.

"The general position of the American Government was set forth in a communication to Japan on May 13th, 1921. In that communication appears the following statement:—

"The Government of the United States would be untrue to its spirit and co-operation which led it in the summer of 1918 upon an understanding with the Japanese Government to dispatch troops to Siberia if it neglected to point out that in its view, if continued occupation of the strategic points in the Eastern Siberia involving the indefinite possession of the port of Vladivostok, the stationing of troops at Nakhonovsk, Nikolaievsk, Decastries, Magoshophik and other important points the seizure of the Russian portion of Sakhalin and the establishment of a civil administration which inevitably lends itself to misconception and antagonism, rather tends to increase than allay the unrest and disorder in that region, the military occupation should end."

"I am still reading from the note of May 21st, 1921:—

"The military occupation, in reprisal for the Nikolaievsk affair, is not fundamentally a question of the validity of procedure under the recognized rules of international law."

"The note goes on to say that:—
"The issue presented is of the scrupulous fulfillment of the assurances given to the Russian people which were a matter of frank exchanges and apparently complete understanding between the Governments of Japan and of the United States. These assurances were intended by the Government of the United States to convey to the people of Russia a promise on the part of the two Governments not to use the joint expedition or any incidents which might arise out of it as an occasion to occupy territory even temporarily or to assume military or administrative control over the people of Siberia."

"Further in the same note the American Government stated its position:

AMERICAN CANDOUR AS REGARDS JAPAN'S PROMISE.

"In view of the conviction that the promise entered into by the Government of Japan brings into question the very definite understanding concluded at the time the troops were sent to Siberia, the Government of the United States must in endeavour explain its position and say to the Japanese Government that the Government of the United States can neither now nor hereafter recognize as valid any claims or titles arising out of the present occupations and control and that it cannot acquiesce in any action taken by the Government of Japan which might impair existing treaty rights for the political or territorial integrity of Russia."

POLICY OF HOLDING ALLOC.

"The Government of Japan will appreciate that, in expressing its views, the Government of the United States has no desire to impute to the Government of Japan motives and purposes other than those which have heretofore been avowed. The purpose of this Government is to inform the Japanese Government of its own conviction that in the present time of disorder in Russia, it is more than over the duty of those who look forward to the finalization of the Russian people and the restoration of normal conditions among them, to avoid all action which might keep alive their antagonism and its trust toward outside political agendas, now it is especially incumbent upon the friends of Russia to hold aloof from the domestic contentions of the Russian people and to be scrupulous to avoid inflicting what might appear to them a vicious penalty for sporadic acts of lawlessness and above all to abstain from even temporary and conditional impairment by any foreign power of the territorial status which for them as for other people is a matter of deep and sensitive national feeling transcending perhaps even the issue at stake among themselves."

JAPAN'S REPLY.

"To that American note, the Japanese Government replied in July, 1921, by setting forth in substance what Baron Shidehara has now stated to the committee, pointing out the condition under which Japan had undertaken the action to which reference was made and giving assurances which have been reiterated with respect to its intention and policy."

EVACUATION WITHIN THE YEAR 1922.

"While the discussion of these matters has been attended with friendly feeling, it has naturally been the constant and earnest hope of the American Government as of Japan as well, I am sure, that this occasion of divergence of views between the two Governments might be removed with the least possible delay. It has been with a feeling of special gratification, therefore, that the American delegation has listened to the assurance given by their Japanese colleagues, and it is with the greatest sincerity that they reiterate the hope that Japan will find it possible to carry out within the year, her expressed intention of ending the Siberian expedition and of restoring Sakhalin to the Russian people."

RESOLUTION.

The Chairman then suggested the following resolution:—"Resolved that the statements by the Japanese and American delegates in respect of the presence of foreign troops in Siberia be reported to the Conference at its next plenary session, to be heard upon its record." Assent was unanimous.

FRENCH ADHERENCE.

When France was called, M. Sarraut said that he gave his full and unreserved adherence to the resolution. The French Government would bear with feelings of gratification the formal assurance given by Japan concerning Siberia and Japan's desire to withdraw troops from Russia as soon as possible and its firm intention of non-interference in the domestic affairs of Russia and its firm purpose to respect the principle of unity and also the integrity of Russia. France had full trust in Japan, he continued, and it was quite certain this assurance would be carried out.

PLATE GLASS WINDOW.

"Looking through my Toric lenses is like looking through a fine plate glass window," said an American lady, in the course of her remarks while in a tramcar the other day. She said just the right thing. It cost a bit more to build a plate glass window and it cost a bit more to make a pair of Toric lenses than the ordinary flat kind. Torics are more than worth the small difference in cost to you in the added comfort you derive from their use. Toric lenses of any prescription are manufactured by The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central. —ADZ.

INTIMATIONS

HONGKONG BOXING ASSOCIATION.

NEXT TOURNAMENT

SATURDAY, FEBRUARY 25TH, 1922.

AT 8 P.M.

THEATRE ROYAL AT 9.15 P.M.

TEN ROUND FEATHERWEIGHT CONTEST.

A. B. CHADWICK v. A. B. HINDLE.

TEN ROUND MIDDLEWEIGHT CONTEST.

O. S. LEWENDEN v. A. B. DUNCAN.

TEN ROUND CATCHWEIGHT CONTEST.

Sto. P. O. MORGAN v.

Chief P. O. CALLAGHAN.

AND THREE SIX ROUND CONTESTS.

Booking at MOUTRIE'S.

Members MONDAY and TUESDAY,

FEBRUARY 20th and 21st.

General Public WEDNESDAY, 22nd

to SATURDAY, 25th.

USUAL PRICES.

OPEN NOVICES' COMPETITION
FRIDAY AND SATURDAY, MARCH
3rd and 4th at the
THEATRE ROYAL.

Full particulars will be sent to all units of Army and Navy and Police. Others please apply to Hon. Secretary, c/o JOHNSON, KROES AND MASTER.

NO ENTRANCE FEE. [399]

HONGKONG HOTEL COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING OF THE ABOVE COMPANY will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY the first day of February, 1922, at noon for the purpose of considering and, if thought fit, passing the following Resolutions as Extraordinary Resolutions, namely:—

- "That the Authorized Capital of the Company (which is now \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each—whereof 219,300 shares have been issued) be increased from \$2,500,000 consisting of 250,000 shares of the nominal value of \$10 each by the creation of 250,000 additional shares of the nominal value of \$10 each ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital."
- "That 109,650 shares be offered in the proportion of one new share for every complete number of two old shares held by them respectively to the persons who on the date of the confirmation of this Resolution as a Special Resolution are registered in the Company's Share Register as the holders of the said 219,300 shares at a premium of \$5 per share and so that on allotment the nominal amount due in respect of such 109,650 shares plus the said premium of \$5 per share shall be payable as follows:—

Date of Payment	Amount payable in respect of the nominal value of each share.	Amount payable in respect of the premium on each share.	Total
15th March 1922 \$5	\$2	\$3	\$5
15th April 1922 \$3	\$2	\$1	\$3
15th March 1923 \$4	\$1	\$3	\$4
	\$10	\$5	\$15

and further that until such time as the said 109,650 shares shall be fully paid up they shall, via a via the said 219,300 shares, only rank for dividend in proportion to the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof, and that any of the said 109,650 shares which shall not be taken up by the Company's shareholders in manner aforesaid shall be disposed of in such manner as the Company's Board of Directors shall think fit."

"That the balance of the shares constituting the Company's unissued Capital be issued at such time or times, in such manner and upon such terms and conditions as every respect as the Company's Board of Directors may decide."

"That no Shareholder shall be entitled to any offer of a fraction of an additional share in respect of any old share held by him."

Should the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions at a SECOND EXTRAORDINARY GENERAL MEETING to be held at the HONGKONG HOTEL, Pedder Street, in the Colony of Hongkong, on the 17th day of February 1922 at 11 a.m. for the purpose of considering and, if thought fit, confirming such Resolutions as Special Resolutions accordingly.

Dated this Twentieth Day of January, 1922

By Order of the Board.

H. N. BEAUBREPAIRE,

Secretary.

PREPAID "WANTED" ADVERTISEMENTS

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[397]

THE SEAMEN'S STRIKE.

DELEGATES FROM CANTON IN CONFERENCE.

The representatives of the seamen in Canton, who arrived in the Colony during the week-end, have had no dealings at present with the Secretariat for Chinese Affairs or with the shipowners' committee but they spent yesterday afternoon in conference with the committee of Chinese gentlemen appointed by the meeting held at the Tung Wah Hospital last week.

Yesterday's conference broke up fairly early in the afternoon; it was held in camera and no decision was reached, neither was any statement issued afterwards. It is not very clear whether the delegates from Canton have been empowered to act on behalf of their fellows.

SEAMEN IN CANTON REPORTED TO BE RESTIVE.

We learn from a responsible quarter that the seamen are not finding their conditions in Canton a bed of roses. They complain of insufficient food and some of them have communicated with their friends in Hongkong asking for help to enable them to return here.

CONSTITUTION OF THE ARBITRATION BOARD.

The constitution of the Arbitration Board suggested by the Government to adjudicate in the dispute is now available. It will be remembered that it was announced that the Board would consist of two European and two Chinese members unconnected with the Government or with shipping, to be presided over by a Government officer with judicial experience.

The names of the members are:—The Chief Justice (Sir William Rees Davies, K.C.), president. Mr. Montague Ede, general manager of the Union Insurance Society of Canton. Mr. A. H. Barker, manager, Hongkong and Shanghai Banking Corporation, Hongkong.

Mr. Chan Harr, managing-director, The Sincere Co., Ltd. Mr. Lo Chung Kui, Chairman of the Tung Wah Hospital and Comptroller, Hongkong and Whampoa Dock Co., Ltd.

CHINA COAST OFFICERS AND THE STRIKE.

We understand that at a meeting last week of the China Coast Officers' Guild a resolution was passed by an overwhelming majority in favour of supporting the owners in the present troubles.

CHARGE OF INTIMIDATION DISMISSED.

DEFENDANT SENTENCED FOR DISORDERLY CONDUCT.

The man, who was released on \$1,000 bail at the Magistracy on Friday, was again brought before Mr. Lindell yesterday morning. The charges preferred against him were: (1) Intimidating workers on the Praya East; and, (2) disorderly conduct. At the previous hearing it was stated that the man had attempted to persuade a policeman, who he thought was a coolie, from going on board a steamer to unload silk. Inspector Watt stated that the principal witness had fled to Canton, apparently suffering from "cold feet."

Mr. Lindell, in giving his decision, said: "I do not think there is sufficient evidence to bring the man within the law of intimidation, and I have decided to dismiss the charge. On the charge of disorderly conduct, I propose to convict the defendant. The words used by the defendant in this case were of a milder nature than in previous cases. The evidence amounts to very little more than a peaceful picket. I propose to fine the defendant \$25 with the option of 14 days' imprisonment, and to bind him over in a personal bond of \$350 to keep the peace for a period of six months."

A SINGAPORE COMMENT ON THE STRIKE.

The Straits Times of the 4th inst. says:—

We are not likely to have in Singapore trouble such as has been experienced in Hongkong recently. The original strikers were Chinese seamen and stokers, and they organised the agitation there because the port may be described as their home, whereas in passing through Singapore they are under sea-law. But the strike has a grave influence on business here and it cannot fail to be a matter of interest to note how it is being dealt with. No one, we suppose, seriously questions the right of any man or any body of men to strike, provided they give due legal notice that after a given date they will not work except upon the conditions they set forth. But the right to strike does not confer the right to enforce demands made by using various influences to make other workers, who have no grievances of their own, strike in sympathy. That policy may very easily become a most grave menace to public safety, and, we think, the Governor of Hongkong should be very strongly supported in the action he has taken by declaring the strike illegal. It has passed from a dispute between employers and employed to a conspiracy which menaces the security of the whole population, and, as in all other sympathy strikes, the object is to use injury to the public as a lever whereby one section may obtain advantages which may or may not be merited. From all we have heard, (Continued at foot of next column.)

LATE MR. C. FAREBROTHER MASON, M.C.

TRIBUTES OF THE LEGAL PROFESSION.

A large number of members of the legal profession assembled at the Supreme yesterday morning, when reference was made to the death of the late Mr. C. Farebrother Mason, M.C. The Chief Justice (Sir William Rees Davies, K.C.) and the Puisne Judge (Mr. Justice Gompertz) took their seats at half-past ten. Members of the local Bar who attended were: the Attorney-General (the Hon. Mr. J. H. Kemp, K.C.), the Hon. Mr. H. E. Pollock, K.C., Mr. C. C. Alabaster, Mr. Eldon Potter, Mr. F. C. Jenkin, Mr. A. Dyer Ball, The Registrar (Mr. H. A. Nisbet) and the Deputy-Registrar (Mr. C. D. Melbourne) were present; also the Crown Solicitor (Mr. G. H. Wakeman) and the Assistant Crown Solicitor (Mr. T. M. Hazlerigg).

Members of the solicitors branch of the profession attended in such numbers as to make it difficult to give an exhaustive list of names. Mr. M. J. D. Stephens, the *dubus* of the profession was there; also Mr. F. X. d'Almada, with whom the late Mr. Mason was in partnership. Others noticed were: Mr. G. K. Hall, Brutton, Mr. W. E. L. Shepton, Mr. D. V. Stevenson, Mr. G. Hastings, Mr. R. F. Mattingly, Mr. Bulmer Johnson, Mr. J. J. Lewis, Mr. H. L. Denys, Mr. Leo d'Almada, Mr. F. E. Nash, Mr. M. K. Lo, Mr. H. C. Macnamara, Mr. F. G. Vaux, Mr. A. el Arculli, Mr. A. E. Hall, Mr. J. M. Hall, Mr. G. R. Haywood, Mr. W. B. Hind, Mr. G. G. N. Tinson, Mr. M. M. Watson, Mr. H. Lyson, Mr. A. H. Crew, Mr. R. E. Webster, Mr. Lee Longinotto, Mr. D. H. Blake, Mr. M. H. Turner, Mr. H. K. Hung, Mr. H. K. Woo, and Mr. H. K. Holmes (Assistant Land Officer).

The Chief Justice said: "Mr. Attorney-General of the solicitors' branch. The Reeper has been active in the ranks of our profession. A few days ago we assembled to pay homage to the memory of an old leader of the Bar. To-day we have to chronicle the death of a young and active member of the solicitors' branch who has been taken in the prime of life."

Mr. Farebrother Mason practised here for a number of years and commanded the full respect of the profession and of the community as a practitioner of strict integrity and great honesty of purpose. He had other distinguished claims on this community. At the call of his country he responded splendidly and went forward to endure all the hardships of the battle-field. These, aggravated by the deadly fumes of gas, were responsible for his early death. His country, for his gallantry, awarded him the Military Cross and his friends and co-workers here, revering his memory as a gallant and courteous English gentleman. To his father, his mother and his family we tender our most respectful sympathy.

The Puisne Judge: "I very respectfully concur in the words that have fallen from the Chief Justice."

The Attorney-General: "My Lords, I desire to say, on behalf of the members of the Bar, that we respectfully associate ourselves with what the Chief Justice has said."

The Court then rose.

Chinese seamen seem to have been chery, efficient, and in almost every way, satisfactory. They may take a waif of opium occasionally, but there are few experienced ships' officers who would not very much prefer a smoker, even of opium, to a drinker. Indeed we have heard ships' commanders say, that to be sailing with a crew which never gets drunk is a relief unspeakable, and that, in spite of the many fine qualities of the British seaman or fireman, his tendency to become a sot at every port where he can get ashore detracts a very large percentage indeed from his value. Because the Chinese are good they have been well paid. There is no man on board a ship who is not getting four or five times as much as he would be likely to earn on shore in his own country. So the sea service has been popular and the supply satisfactory; but like every other class these men have fallen under the influence of persons who, in a good many cases, are simply the subsidised agents of a foreign conspiracy. It is difficult to prevent that happening. It is very difficult also to check the "sympathy" strike, but it ought to be done very firmly indeed; in the interests of the whole community. It should be a very much more serious offence than it is under any of our laws to induce men to leave their employment without full notice. It should be an offence to strike at all, except when directly concerned in the matter at issue, and subterfuge should be brushed aside. There is absolutely no justification in logic or in law for using the power to injure the community at large in order to gain personal ends, and there is very seldom any real difficulty in proving cases in which this is known to have been done. The limits of individual or collective right is to decline service except on terms which the worker approves.

THE ASSAULT ON MR. KIMURA.

CURIOUS INCIDENT ON A MOTOR-BOAT.

INTERESTING EVIDENCE AT THE MAGISTRACY.

There was a large attendance of Europeans at the Magistracy, yesterday afternoon, when the case of an assault on Mr. Kimura, the well-known manager of the firm of Messrs. Kimura & Co., coal merchants and shipping agents, came up for hearing. It is alleged by Mr. Kimura that he was savagely assaulted on motor-boat *Walla-Walla* No. 5 by two of the crew, at midnight on the 4th inst.

Mr. H. C. Macnamara, appeared for the plaintiff, and the defendants were represented by Mr. C. H. Lyson, whilst Mr. F. E. Nash watched the case on behalf of the Moonraker Motor-boat Company.

The specific charges brought against the defendants were (1) assault with intent to commit a felony, and (2) wounding with the intent to maim, disfigure or disable the plaintiff. When the case was first mentioned there were three defendants, two young men under 20, and a boy aged 16. At the outset of yesterday's hearing Mr. Macnamara asked that the boy be discharged as no evidence of assault could be brought against him. Mr. Wood agreed and the boy was discharged.

Mr. Macnamara, in outlining the case, said that the plaintiff hired a motor-boat *Walla-Walla* No. 5, belonging to the Moonraker Motor-boat Company, at Blake Pier, with the intention of proceeding to a vessel, of which the plaintiff has the agency in Hongkong. During the voyage he had occasion to go to the front of the boat to make sure that the crew were steering for the *Anashin Maru*, which was lying off Kellett Island. Whilst at the front of the boat, he experienced something come into his eyes. What this was Mr. Kimura had never been able to explain. Mr. Macnamara stated that the night with some friends and had a small number of drinks, about 4 or 5, but there was not the slightest suggestion that he was drunk. At any rate Mr. Kimura, probably being tired with a very heavy day's work, fell asleep in the stern of the vessel. Whilst asleep he was suddenly awakened with a violent blow on the head. At first he thought an accident had happened on the boat. Afterwards he realized that he was being assaulted by some of the crew. He defended himself by grappling with the persons who assaulted him, and both the defendants leapt overboard. They were afterwards picked up by Moonraker motor-boat No. 3 and taken back to Blake Pier. Mr. Kimura found himself alone on the boat with the third defendant, who was in hiding. When the defendants disappeared the engines were still running, but out of gear, which showed that they had premeditated the assault. When he recovered his senses Mr. Kimura set to work to try and work the boat. By a chance touching of the lever he found that the boat went forward, and he managed to bring the boat alongside the H.M.S. *Carlisle*, where he was taken on board and his wounds dressed by Surgeon-Lieut. Commander Crawford. As the *Carlisle* had left port the previous night, Mr. Macnamara regretted that he would be unable to call the naval witnesses as to Mr. Kimura's state when received on the boat. He would, however, call a *foke* in charge of the motor-boats at Blake Pier. This man would give evidence as to Mr. Kimura's state when he ordered the boat. Dr. McKenny would give evidence as to the nature of Mr. Kimura's injuries. He was glad to say that none of them would be permanent, excepting a scar on the lip, and that his client was now sufficiently recovered to leave hospital.

The first witness called was the *foke* who stated that Mr. Kimura appeared to be quite sober when he ordered the boat. He also was present on the return of the defendants when they were brought in by Motor Boat No. 2. Both defendants looked as if they had been in the sea. The first defendant said that the passenger had "slapped" his face when asked where the ship was lying. The second defendant said nothing. He had gone to sleep as he was suffering from the cold.

Dr. McKenny in his evidence said that Mr. Kimura was suffering from multiple abrasions, probably inflicted by some hard instrument. In the course of his evidence Mr. Kimura, the complainant, stated that after the assault he went to the starboard side of the boat and found one person standing on the footboard of the boat outside the awning and clinging to the awning. The complainant said he tried to get hold of this boy, but he disappeared into hiding. He then realised that he was alone on the boat. At that time he was in a dazed state, but gradually his memory came back on hearing the noise of the engines running. Witness looked forward and saw the clock tower of the Kowloon Railway station. Mr. Kimura then related his experience in getting the boat alongside *Carlisle*.

In reply to a query from Mr. Macnamara, Mr. Kimura stated that he was dressed in a dinner jacket at the time of the assault.

Cross-examined by Mr. Lyson, the plaintiff said that he had been looking for someone to pilot the *Anashin Maru*.

Mr. Lyson: Did you find anyone?

Witness: Yes, I met him at the office of the *Walla-Walla* Company.

Did you go anywhere with him during the course of the day? Yes; we went to Faulkner & Company's to look at some instruments and then went back to the office, where he signed an agreement to pilot the *Anashin Maru*. This was in the afternoon.

(Continued at foot of next column.)

CORRESPONDENCE.

SWEATED LABOUR.

[TO THE EDITOR OF "THE HONGKONG DAILY PRESS."]

SIR,—I see that Mr. Chow Shou Son, in a memorandum attached to the Report of the Industrial Employment of Children Commission, states that the work which children in the Colony are doing cannot be described as "Sweated Labour."

In the same memorandum Mr. Chow suggests (in effect) that if the children were not allowed to work 70 hours a week it might mean the loss of the wherewithal to pay rent, and starvation.

Surely this is "sweated labour," as it is obvious that the children have to work beyond their strength in order to earn a living wage.

A man is not allowed to work a pony or an ox unless he feeds the beast sufficiently, and it is difficult to see why the human child should have less protection in this respect than the brute beast.

When is the Society for the Prevention of Cruelty to Children going to start work in Hongkong?—Yours truly,

F. B. L. BOWLEY.

Bromley, Kent.

January 10th, 1922.

NORTH POINT RECLAMATION.

SALE OF GOVERNMENT LAND.

A large number of Chinese and a few Europeans—mostly architects—attended a sale of Government land at the office of the Public Works Department, yesterday afternoon. Mr. L. C. Parker Rees was the auctioneer.

The principal lot offered had an upset price of \$250,000. This is at North Point near the old bathing beaches. The "dirt" is required as filling for the reclamation which will obliterate the old bathing beaches. When the new site is ready the purchaser, Mr. Kwik Djoen Eng, a Java merchant, is understood to be building a sugar refinery and tannery houses there. There was no competition for one else had a use for the filling material—so Mr. Kwik secured the lot at the upset price.

In collaboration with Mr. Lam Woo, the well-known builder, and Mr. Li Sing Ku, Mr. Kwik also purchased inland lots 2,367 to 2,376 for the upset price, \$5,457.

The only other lot offered was Kowloon Island Lot No. 353, near Yee Kuk Street. The bidding was taken by a series of twenty and one hundred dollar bids, in alternation, from the upset price of \$8,480 to \$8,600, when it was knocked down to Messrs. Chan King To and Chan Jak Hi, of 343, Des Vaux Road Central.

Did you meet him again?—Yes, at 7 o'clock I met him at the Astor House, where he told me he could not go, but that he would look for someone else.

The Magistrate: Is he a European? Plaintiff: Yes.

Mr. Lyson: Did you have any drinks with him then?

Plaintiff: No, not then. What did you do, then?—As the European said that he would find somebody for me I came back from Kowloon and met him at the Astor House where he told me that every effort to secure a pilot had failed.

What made you go to the *Anashin Maru*?—When I was with this man I met another man who offered his services to pilot the boat, but on different terms. This was at 11 o'clock. It was necessary for me to consult the Captain of the vessel as to the terms suggested by the man who had offered to pilot the boat.

Was it so very urgent that you should go to the vessel at that late hour?—Yes; the vessel was sailing at 7 o'clock the following morning.

I put it to you that when you got to Kellett Island—

Plaintiff interrupting: She never got to Kellett Island. We were not far away from the *Carlisle*.

But you have admitted that you were asleep. How do you know?—I know that we were not far from the *Carlisle*.

Did not one of the crew come to tell you that he could not find the boat?—I deny that anyone came to tell me that. It is a false statement.

Did not one of the crew come to tell you that he could not find the boat and that you lost your temper and slapped him across the face?—I do not know anything about that.

Don't you think that you woke up rather suddenly and that you thought something was happening and did not happen? Perhaps the awning was flapping in your face?—Oh, no, certainly not.

Later in the cross-examination, Mr. Lyson asked: Can you tell the Court what you think was the motive of the assault, seeing that both defendants jumped overboard?—I think robbery was the motive.

How do you know that was the motive. If I remember rightly you stated that you were dazed?—When they attacked me I was not dazed.

Why did they dive overboard after you were dazed if robbery was the motive?—Because they found I was too much for them.

Later, Mr. Kimura said that his firm spent, between two and three hundred dollars a month on motor-boat fares. He was not very well known at Blake Pier, as he generally hired motor-boats from the petty near his office.

At the stage the case was adjourned until this afternoon for further hearing. The two defendants were released on bail of \$250 each.

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therewith.

W. S. BROWN,
Secretary.
Hongkong, February 11th, 1922. (410)

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES

FROM CALCUTTA AND BANGALORE VIA
SINGAPORE.

CONSIGNEES of Cargo for Hongkong per
s.s. "CALCUTTA MARU" are hereby
notified that owing to the strike of Cargo and
Wharf Coolies, cargo for Hongkong will be
carried on to Japan and possibly landed at Kobe.
Consignees are therefore recommended to make
the necessary arrangements respecting in-
surance, etc. accordingly. The Cargo will
be returned to Hongkong immediately conditions
at this port become normal.

NIPPON YUSEN KAISHA
Agents.
Hongkong, February 11th, 1922. (409)

NOTICE TO CONSIGNEES.
"ELLERMAN" LINE.

CONSIGNEES of Cargo for Hongkong per
s.s. "CITY OF SIMLA" are hereby notified
that owing to the present state of affairs in
Hongkong due to strike of seamen, etc. cargo
for Hongkong will be landed at Shanghai and
consigned are recommended to make necessary
arrangements as to insurance etc. accordingly.
The cargo will be brought back to Hongkong
immediately conditions at this port become
normal.

THE BANK LINE, LTD.
Agents.
(405)

NOTICE TO CONSIGNEES
HAMBURG-AMERICA LINE.

THE Motorship
"HAVELLAND"
having arrived, Consignees of Cargo by her are
hereby notified that all goods are being landed
at their risk into the hazardous and/or extra-
hazardous Godowns of The Hongkong and
Kowloon Wharf and Godown Co., Ltd., whence
and/or from the Wharves delivery can be obtained.

No claims will be admitted after the goods have
left the Godowns and all goods remaining un-
delivered after the 30th February, 1922, will
be subject to rent.

All Claims must reach us by the 12th Feb.
or they will not be recognised.
No Fire Insurance will be effected.
Bill of Lading will be countersigned by
ARNHOLD BROTHERS & CO., LTD.
Agents.
Hongkong, 13th February, 1922. (411)

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.

Arrived 13th February from BOMBAY.
s.s. "AWA MARU"

CONSIGNEES are hereby notified that
Cargo is being discharged into the
Hongkong & Kowloon Wharf & Godown Co's
(LTD.) Godowns at their risk.
Storage will be assessed on Cargo remaining
undelivered on and after February 20th, 1922.
All broken, chafed and damaged packages
will also be landed into the Kowloon Godowns,
and date of examination will be advised later.
No claim will be recognised after the Goods
have left the Godowns and none will be enter-
tained if presented later than 10 days from
February 14th, 1922.

NIPPON YUSEN KAISHA.
Agents.
Hongkong, Feb. 13th, 1922. (412)

INTIMATIONS

RACE HOLIDAYS.

THE EXCHANGE BANKS will open for
the transaction of Public Business at
9.30 a.m. on MONDAY, TUESDAY and
WEDNESDAY, the 14th, 15th, and 16th
February, and close at 12 noon.
Hongkong, 11th February, 1922. 394

UNION WATERBOAT COMPANY
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTEENTH ANNUAL
GENERAL MEETING OF SHARE-
HOLDERS will be held in the offices of
Messrs. DODWELL & COMPANY LIMITED on
THURSDAY the 16th February 1922 at 11.30
a.m. for the purpose of receiving the report of
the General Managers together with a state-
ment of accounts to 31st December 1921.
The Transfer Books of the Company will be
closed from the 6th to 16th February 1922 both
days inclusive.

DODWELL & CO., LTD.
General Managers. (388)

THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD.

NOTICE IS HEREBY GIVEN that the
Transfer Books of the Company will be
closed from WEDNESDAY, the 22nd of
February, to TUESDAY, the 28th February,
1922, both days inclusive, during which period
no transfers of shares of shares can be
registered.

By Order of the Board of Directors,
M. MANUE,
Secretary. (387)

THE GREEN ISLAND CEMENT
CO., LTD.

THE THIRTY THIRD ORDINARY
SHAREHOLDERS in the Company will be
held at the Offices of the Company, St.
George's Buildings, Charter Road, Victoria,
Hongkong, on THURSDAY the 16th day
of February 1922 at 11 o'clock in the forenoon for
the purpose of receiving a Statement of
Accounts and Report of the Directors for the
year ending 31st December 1921, and declaring
a dividend.

The TRANSFER BOOKS of the Company
will be CLOSED from MONDAY the 6th
February 1922, until THURSDAY the 16th
February 1922, both days inclusive.
By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers. (316)

HONGKONG HOTEL COMPANY,
LIMITED.

PROPOSED NEW ISSUE OF SHARES
to MEMBERS on the REGISTER
on 17th February, 1922.

THE TRANSFER BOOKS of the
Company will be closed from the 18th to
25th February, 1922, both days inclusive.
Dated the 7th February, 1922.
By Order of the Board,
H. N. BEAUFORT,
Secretary. (343)

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY YEARLY MEETING of the
SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hongkong, on
SATURDAY, the 18th day of February, 1922,
at 10 o'clock, for the purpose of receiving the
Report of the Court of Directors together with
a statement of accounts for the year ending
31st December, 1921.

The REGISTER OF SHARES of the
Corporation will be CLOSED from MONDAY,
6th February, to SATURDAY, 18th February,
1922, (both days inclusive), during which period
no transfers of shares can be registered.
AND NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY MEETING
of the SHAREHOLDERS of the
BANKING CORPORATION will be held on the day
and at the place aforesaid immediately upon the
termination of the Ordinary Yearly Meeting
for the purpose of considering and if thought fit
of passing the following resolution, viz—

That the Directors of the Hongkong &
Shanghai Banking Corporation be and they are
hereby requested and authorised by and on
behalf of the shareholders of the Corporation
to take the steps necessary for the introduction
of an Ordinance into the Legislative Council
of the Colony of Hongkong and for the enact-
ment of the same by the Governor of Hongkong
with the advice and consent of the Legislative
Council thereof to effect the amendments
necessary to the Ordinances under which the
Corporation is incorporated and carrying on
business as at and to the ordinary note
of the Corporation being increased to
\$20,000,000 (being the amount of the present
paid up capital of the Corporation) and to
modify the existing requirements as regards
the deposit of security in respect of its note
issues in such manner as

(a) to relieve the Corporation from the
necessity of keeping with the Crown
Agents or with Trustees appointed by the
Secretary of State, a sum on or in lieu of
security against any part of the ordinary
note issues and to give the Corporation the
option of securing such portion of the same
as is required to be secured by the deposit
(at the option of the Corporation) either
of coin or of securities approved by the
Secretary of State.

(b) to relieve the Corporation of the obli-
gation to keep as each of its establishments
an amount of coin or in lieu equal in
value to 1/10th at least of the notes issued
from such establishment and, actually in
circulation and to leave such matter to the
discretion of the Corporation.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager. (378)

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND and the ENCLOSURE during
the Races.
A Stand and Enclosure will be reserved for
Members, Members' Wives and Families; tickets
are now ready and may be obtained from Messrs.
Linstead & Davis. All tickets must be produced
to gain admission.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB.

RACE MEETING 1922.

MONDAY, TUESDAY, WEDNESDAY AND
SATURDAY.

FEBRUARY 21ST, 22ND AND 25TH.

TICKETS of ADMISSION to the GRAND
STAND and ENCLOSURE may be ob-
tained from Messrs. KELLY & WATSON, Ltd., or
at the Gate. Price \$12 for the Meeting or \$4
per day. No one admitted without a Ticket, to
be shown to the Ticket Inspector at the Gate.
H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on ap-
plication to the Undersecretary.
No Servants will be allowed inside the EN-
CLOSURE of the Race Course during Race
Days WITHOUT TICKETS, which can be had
on application to the Undersecretary.
These Tickets are only available for Servants
while in attendance on their employers or when
on duty at the various Stands.

Any Chinese found loitering about with Ser-
vants in their possession will be removed from
the Enclosure.

H. BIRKETT,
Clerk of the Course.
Hongkong, 11th February, 1922. 400

RACE WEEK.

A FANCY DRESS BALL.

In aid of the Society for the Prevention
of Cruelty to Animals.
on MONDAY, February 20th, 1922, at 8-10
at the CITY HALL.
Tickets \$3 Booking at MOUTRIER.
\$1 Fine for Non Fancy Dress will be collected
at the door.
Two Lucky number Prizes for those in
Fancy Dress. (383)

THE SHELL TRANSPORT AND
TRADING CO., LTD.

ACCORDING to telegraphic advices
received from London, it is pro-
posed at the approaching meeting of the
shareholders of the Shell Transport and
Trading Co., Ltd. to seek sanction to
make an immediate public issue of
£5,000,000 7 per cent. cumulative Second
Preference shares of £1 each at par.
The Chartered Bank of India, Aus-
tralia and China and the Hongkong and
Shanghai Banking Corporation are pre-
pared to forward applications for the
above issue by cable. Prompt application
should be made.

FOR THE ASIATIC PETROLEUM
CO., (S.O.), LTD.
N. L. WATSON.

CREDIT NATIONAL 1922.

ISSUE OF NEW BEARER BONDS
REDEEMABLE IN 10 YEARS
FEB 50000
each bearing interest at the rate of
6% per annum.

Free of tax.
Reimbursable at holder's option as follows—
On 1st February 1924 for Frs. 500.
On 1st " 1927 for Frs. 507.50
On 1st " 1932 for Frs. 512.50.
No prices.
List of Issues including 1st coupon due on
5th February 1922 payable cash on application
Fr. 42.—
Subscriptions received at
BANQUE DE L'INDO CHINE,
HONGKONG.
334] on or before February 18th, 1922.

PUBLIC AUCTION

The Undersigned have received instruc-
tions to sell by public Auction,

TUESDAY, WEDNESDAY and
THURSDAY, the 7th, 8th and
9th MARCH 1922.
at H. M. Naval Yard, Hongkong, and at
Kowloon Naval Depot, commencing each
day at 9.30 a.m. with an interval from
12 noon to 1.30 p.m.
OLD AND SURPLUS NAVAL
STORES,
etc. etc. etc.

Life Boats, Dingies, Whalers, Cables and
Electrical Fittings, Electric Cable, Cooking
Stoves, Ships' Fittings, Iron Beds, Mattresses
and Fittings, Ice Chests, Steel Tanks, Life
Rafts, Life Belts, Motors, Carpets, Rugs, Mats,
Table Covers, Blankets, Canvas Hoops, Old
Cordage, Canvas Bags, Old Iron, Rubber, Old
Leather, Old Ammunition, Old Iron, Brass Copper,
Lead, Gun Metal and Steel, Coal Sacks, Fire-
wood, Iron, Wood and Gun Metal Blocks,
Lamps, Searchlights, Gangways, Propellers, Fan
Engines, Steel Tubes, Steel Wire Rope, Oil
Chain Cable, Compresses and Compass
Fittings, etc.

A quantity of Structural Steelwork sufficient
for 3 complete sheds, 60 feet by 255 feet and
sundry other steelwork, and rain water pipes,
gutters, etc.
Lots may be inspected on Monday,
the 6th March, 1922.
Also sale of Old and Surplus Victrola Stores
at Kowloon Naval Depot on Friday, 10th
March, comprising—
Corded Boats, Trained Rabbit Salt Pans, Beans
and Beans for cattle or poultry food, Serge,
Flannel, etc. Remnants, Hammocks, Bedding
and Sundry Articles of Clothing and Mess Gear.
Terms of Sale.—As detailed in Catalogue.
By Appointment Auctioneers to the Admiralty.
Hongkong, February 2nd, 1922. (388)

INTIMATION

WATSON'S

"E"

WHISKY.

The price of this Whisky is
higher than many imported cased
Whiskies, because it costs more,
and is better. You get real value
because you are not paying the
cost of world-wide advertising.

SOLE AGENTS—

A. S. WATSON &
CO. LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

TELEPHONE 618.

ACKNOWLEDGMENT.

The family of the late Mr. J. M. ECA DA
SILVA wish to thank their relatives
and friends for their kind expres-
sions of sympathy and also for floral
tributes sent in their sad bereave-
ment. (408)

HONGKONG OFFICE: 104, DES VOGES RD., C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, FEBRUARY 14TH, 1922.

THE BRITISH TAXPAYER
AND WEIHAIWEI.

WHEN we saw in the telegraphic summary
of the Geddes Report the statement that
Weihaiwei was costing the British tax-
payer over £25,000 a year we wondered
whether this was not an error in the
transmission of the message, for our
impression was that the grant-in-aid had
never exceeded £12,000 a year and only
in the first year of British occupation did
it approximate to that figure. That
impression was confirmed on consulting
the Colonial Office List. The mail has
since brought us a summary of the annual
report for the territory for 1920, and we
got from it the following information:
"The revenue collected during the year
was \$184,973.39, and the expenditure
\$235,443.36, while the grant-in-aid from
Imperial funds was £20,000, the conver-
sion of which into local currency at
various rates of exchange produced
\$159,590. When the territory came under
the Colonial Office in 1901-2, the revenue
amounted to about \$20,000, the expendi-
ture to \$120,000, and the grant-in-aid to
£11,250. The revenue is, therefore, more
than eight times as much as it was in
1901-2, and the expenditure is not quite
double what it was, while the grant-in-aid
up to 1919-20 has been reduced to an
annual average of about £8,000." Conse-
quently we conclude that the large
grant-in-aid of £20,000 must have
been due to exceptional causes.
In 1919-17, for instance, the territory
apparently was able to do entirely with-
out a grant from the Imperial Govern-
ment, and in the following year the
grant-in-aid was only £250. Why it
should have been £20,000 in 1919-20 is not
explained in the summary of the Report
before us. Mention is made of a boycott
of Japanese trade by the Chinese inhabit-
ants of the territory, with the result
that only three Japanese steamers called

at the port compared with thirty-one in
the preceding year, and it is also men-
tioned that the great famine in the
provinces of the north affected trade
adversely; but the Report adds that
these adverse influences were fortunately
counterbalanced to a great extent by the
presence of the Fleet. Indeed, the value
of the trade of the territory for the year
showed a slight increase on that of the
preceding year. The Government re-
venue, too, was larger than it had ever
been, but that remark applies also with
much greater force to the expenditure.
We assume that there was extraordinary
expenditure of some kind, but even so, a
calculation would show that the average
annual grant-in-aid over the whole period
of British occupation has not exceeded
£7,000, which is not a large sum to pay for
the advantages which the harbour affords
for the British China Squadron, especially
in view of the fact that under normal
conditions of revenue and expenditure the
indications are that the territory should
now be practically self-supporting. But
the reference the Geddes Report makes to
Weihaiwei will doubtless incline the
British taxpayer the more favourably
towards the surrender of the territory
to China. That seems a probable result
of the Washington Conference, and if any
objection is offered it is likely to come
from the Admiralty rather than from
the British taxpayer who has before him
the statement in the Geddes Report that
the territory is costing the Government
over £25,000 a year. No Admiral
who has commanded the British China
Squadron will support the suggested
surrender of Weihaiwei, for not only is
the port highly regarded as a sanatorium
for the Fleet, but the bay, we understand,
is accounted the best exercising ground
the Fleet has in the Far East. The dis-
cussions at the Conference, however,
clearly showed that the British Govern-
ment is prepared in certain eventualities
to return Weihaiwei to China, and it
seems possible that political readjust-
ments in this part of the world will
involve the retrocession of Weihaiwei
to China at no distant date, though prob-
ably not on conditions that will preclude
its use by the British Squadron as a
sanatorium in the summer months.

H.M.S. *Carlisle* left yesterday for
Freetown.

The Middlesex Regiment has arrived at
Singapore.

Among the passengers who arrived by
the s.s. *Golden State* were the Hon. Mr.
E. V. D. Farr and Mrs. Farr.

Siam is converting a number of military
aircraft for use by the civil services in
order to develop survey work and posts
in the interior.

Owing to the Memorial service for Sir
Henry May, the Musical, which was to
be held at the Helena May Institute on
Thursday afternoon, February 16th, has
been postponed.—ADVT.

Mr. H. W. Stevenson, wife of the
famous billiard player, who is visiting the
East, was robbed of \$700 in cash at
Singapore last week. The money was in
her room at the Europe Hotel.

Invitations are out for the wedding of
Miss Sybil Mary Clarke, daughter of Mr.
W. E. Clarke, of Taipo, to Mr. Henry
Lardner Denays. The wedding takes
place at St. John's Cathedral on the 24th
inst.

A Chinese employed on the s.s.
Simuldar fell down the hold of the vessel
on Sunday and sustained injuries to his
head and neck, necessitating his removal
to the Government Civil Hospital. The
injuries proved to be so serious that
little hope is entertained for his recovery.

Two Chinese, living at Tak Tan Ching
village, quarrelled on Sunday, and one of
the men used a knife, stabbing his oppo-
nent on the left shoulder. The man has
been detained. The wounded man at first
refused to go to hospital, but later con-
siderations set in, necessitating his re-
moval to the Government Civil Hospital.

Whilst attending the funeral of a friend
on Sunday afternoon, a Chinese lady,
living at 42, Wyndham Street, suddenly
remembered that she had not closed the
front door of the house. She hastened
back to Wyndham Street and found that
some enterprising person had entered the
rooms, during her absence, and stolen
money, clothing and jewellery to the value
of \$425.

Owing to the strike the E. and A. Co.'s
s.s. *Eastern* from Australia will omit
Hongkong and her Hongkong passengers
are being transhipped at Manila to the
s.s. *Keystone State* due to arrive here on
Thursday morning next.

Our contemporary *Siren and Shipping*
points out that in 1920 Hongkong dis-
placed New York at the busiest port in
the world. The shipping traffic of Hong-
kong in 1920 represented 21,194,022 tons
while for New York the figure was
21,491,000 tons.

Chan Sing, who makes his home in an
unnumbered matchbox, in Nathan Road,
has reported to the police, that, whilst
walking in Tung Sau Lane, at 8 p.m. on
Sunday, he was stopped by five men, who
stated that they wanted to search him
for arms. No arms were found, but a
substitute quite satisfactory to the gang
was forthcoming in the shape of a purse
containing \$15. This was abstracted and
the men made good their escape.

We understand that Dr. and Mrs.
Francis Clark propose to spend a week
or two in Hongkong at the end of April,
on their way to Moukden, where the
doctor has agreed to take charge of the
health of the European and American
community and to teach in the Medical
College. Dr. Francis Clark is a Life-
member of the Court, and was formerly
Professor of Medical Jurisprudence and
Dean of the Faculty of Medicine, of our
University.

The Singapore Volunteers, now total-
ing over a thousand men. The European
force numbers 533, of whom 383 are for
Colour Service, 98 for the Reserve and 59
for Auxiliary Service. Of this total 356
are ex-Servicemen and 240 former Volun-
teers. The Scottish Company now num-
bers 53. The Eurasian Company is up to
full strength with three officers and 192
men, the Chinese Company numbers three
officers and 105 men and the Malay Com-
pany four officers and 130 men—making
a grand total for the force of 1,035.

Double column advertisements on page
2 announce for the Ten Dances at
the Hongkong Hotel this afternoon,
the special engagement of Will Hender.
"Jazz Specialist, King of the Xyl-
phone." Will Hender is also engaged for
the Dinner Dances at the Repulse Bay
Hotel to-morrow, and for the Dinner
Dances at the Repulse Bay Hotel, on
Thursday, in addition to "Mr. Jazz."
The management have engaged Miss Rita
Shield "the Melody Girl" who will
entertain the Company with the latest
Jazz Songs and Melodies.

The Topicist in the *Singapore Free
Press* says:—"Pew, or old John Silver,
would have read with grim delight the
account of the recent piracy in Hongkong
waters, where the brigands took refuge
in Gin Drinker's Bay. The Topicist does
not know who gave this happy name to
the locality, but possibly it was not so
much bloodstained banditry that inspired
it as a recognition of the fact that some-
thing drastic was needed to wash out the
flavour of the place, since it was the
resort of the sanitary boats. It is doubtful
if even Pew would have liked to make a
cesspool his secret rendezvous."

Two accidents occurred during the
week-end to men who were attempting to
evade arrest. In one case a Chinese was
caught in the act of stealing poultry from
a Poultry Store at West Point. The
joke gave chase. The thief attempted to
vault over a gate but failed and fell, so
badly injuring his head that he had to
be taken to the Government Civil
Hospital, where he has been detained.
In the other case a man who was found
in the plantations was pursued by the
forest guard. In the dark the man ran
into a tree and received a nasty wound
over the left eye. This man was sent to
the Kwong Wah Hospital.

Mr. Thomas H. Whitehead, late general
manager of the Chartered Bank of India,
Australia, and China (and for many
years a member of the Legislative
Council of Hongkong) has completed his
gift of £1,000 in order to provide prizes
to enable promising pupils from the
schools in the parish of Dunblane (his
native place) to continue their studies
and to be a memorial to the men of
Dunblane who lost their lives in the war.
Mr. Whitehead handed over the bonds to
a representative of the trustees in the
presence of a large gathering in the
Dunblane Public School, and to the
successful scholars he distributed the first
prizes under the Whitehead Prize Trust.

CABLES.

LATEST CABLES.
[THROUGH RUSSIA'S AGENCY.]STARVING RUSSIA.
SIR BENJAMIN ROBERTSON'S
APPALLING PICTURE.

LONDON, February 13th.

An appalling picture of the famine in Russia was given by Sir Benjamin Robertson in an interview on his arrival in London. He emphasised the resemblance between the rural conditions of Russia and India, but he said the suffering of the Russians were infinitely greater than anything he had ever seen in India. Only landless labourers and the smaller cultivators in India needed relief, but the whole of the rural population in the famine region in Russia was absolutely starved as the country was denuded of grain stocks, mainly by requisition, and transport had broken down. Private trade was at a standstill. He mentioned that twenty persons died in the train by which he travelled from Samara to Moscow. Sir Benjamin Robertson saw whole families dying beyond the possibility of succour. He said the spectacle of abandoned children in overcrowded receiving homes was dreadful. He assured himself that supplies reached the famine areas intact.

THE CONFERENCE TREATIES.
INTER-RELATION SHOWN BY
PRESIDENT HARDING.

WASHINGTON, February 12th.

The report of the American Delegation to the Conference, which President Harding submitted to the Senate, clearly and concisely shows the close inter-relationship of the treaties made by the Conference. It points out: "The new relations declared in the Four-Power Treaty could not inspire confidence or be reasonably assured of continuance without a specific understanding with regard to the relations of the Powers toward China. The sum total of the action taken in the Conference with regard to China, together with the return of Shantung by direct Sino-Japanese agreement, the withdrawal of the most unsatisfactory of the so-called 'Twenty-one Demands' and the explicit declaration by Japan with regard to the closely connected territory of East Siberia justify the relation of confidence and goodwill expressed in the Four-Power Treaty upon which the reduction of armaments provided in the Naval Treaty may be contemplated with a sense of security."

BANQUE INDUSTRIELLE.
GOVERNMENT WILL ABIDE BY
REFLOTATION SCHEME.

PARIS, February 11th.

According to M. Poincaré's statement to a delegation of the Senate Financial Committee, the Government will abide by the Banque Industrielle's refloating scheme as approved by the Chamber, but the alternative remains open either to reorganize the Banque or to wind it up by refunding deposits of Chinese depositors coming in first. The matter is to come up again for final decision shortly.

NEW SIAMESE LOAN.

The issue is impending of a Siamese Loan of two millions, at seven per cent., to be issued at par and redeemable in forty annual instalments, beginning in 1923.

EARLIER CABLES.

THE NEW POPE.

CORONATION OF PIUS XI.

ROME, February 12th.

The solemn ceremony of the coronation of the Pope was held at St. Peter's this morning. The basilica was crowded with many thousands of guests, including members of the Pope's family, the Diplomatic Corps accredited to the Holy See, and representatives of the Order of the Knights of Malta. The Pope, borne on a sedia gestatoria and preceded by the College of Cardinals and prelates attached to the Pontifical Court, entered St. Peter's at nine o'clock. The Pontifical Mass was then chanted, after which Cardinal Lega, as the first Cardinal Deacon, placed the Tiara upon the Holy Father's head. The Pope then gave Benediction and returned to the Vatican by the same way as he came.

LATEST CABLES.

THE PRINCE'S TOUR.

DESCRIPTION OF VISIT TO AGRA.

AGRA, February 13th.

The Prince of Wales broke his journey to Agra early this morning to visit Fatehpur Sikri. This wonderful city was built by Akbar and has been deserted since 1585. The Prince spent some time amongst the splendidly preserved palaces, mosques and houses, and saw the natives from the district dive into the Great Well from the roof of the Buland Darwaza, coming down feet first from a height of ninety feet. The Prince then proceeded to Agra and spent the rest of the day sight-seeing. He visited Taj Mahal during the cool of the late afternoon when the soft light of the sun was beginning to go down in the West, giving the glorious pile that exquisite ethereal appearance which became so much accentuated later in the pale rays of the full moon.

The Prince entered the Inner Tomb and tested the famous echoes flung back in many reverberations from the lofty dome. The Prince of Wales leaves for Delhi tomorrow morning and is due to arrive there at 3.30.

EARLIER CABLES.

ENTIRE POPULATION VERY
CORDIAL.

GWALIOR, February 12th.

The Prince of Wales has arrived here. He received a splendid welcome.

LATER.

The Prince of Wales left Gwalior for Agra this evening, expressing regret to the Maharaja on leaving his beautiful State, in which he had spent four most enjoyable days. His Royal Highness met with a thoroughly cordial reception at the hands of the entire population.

This morning the Prince attended Divine service, the Bishop of Nagpur officiating.

LATEST CABLES.

THE IRISH UNREST.

SITUATION REGARDING MUCH
APPREHENSION.

LONDON, February 13th.

The situation on the Ulster frontier is regarded with much apprehension. In response to an appeal from Sir James Craig, the British Government has stated that large additional forces are available for Ulster.

EARLIER CABLES.

CONFLICTING ACCOUNTS OF
CLONES AFFAIR.

LONDON, February 12th.

Contradictory accounts are given of the Clones shooting affair, members of the I.R.A. alleging that the firing was caused through one of the specials first shooting dead their commandant Fitzpatrick, on his demanding that the constables put up their hands.

On the other hand, an official Belfast account asserts that the commandant was only shot after the republicans had fired the first volley. It appears that eleven constables were wounded, two critically, and made prisoners. The constables were subsequently released.

The Ulster Premier, Sir James Craig, has telegraphed the British Government suggesting that troops be sent to the southern side of the border, on the ground that it is responsible for the maintenance of law and order.

INDIAN UNREST.

GANDEHI ABANDONS CIVIL
DISOBEDIENCE.

BOMBAY, February 12th.

Gandhi has temporarily abandoned the policy of civil disobedience.

STRIKE ON EAST INDIAN
RAILWAY.

BOMBAY, February 12th.

The strike on the East Indian Railway affects the line from Allahabad northwards to Kalka and westwards to Jabalpur. Goods traffic is suspended between these places, but mail and express trains are still running. An effort is being made to maintain passenger services. Troops are patrolling the line and the trains carry armed guards. The political motives of the strike are shown by the fact that the intimidation practised by the strikers was accompanied by cheers for Gandhi. Anglo-Indians and Europeans are manning all the posts deserted by Indians.

LATEST CABLES.

SOUTH AFRICAN TROUBLE.

MINERS SHOW AN UNYIELDING
SPIRIT.

JOHANNESBURG, February 12th.

The unyielding spirit of the miners was testified at a meeting at which four thousand declared against General Smuts's proposals. The authorities have announced that picketing is prohibited in connection with the proposed resumption of mining to-morrow.

EARLIER CABLES.

GENERAL SMUTS' APPEAL TO
BOTH SIDES.

NATIONALIST INTRIGUES.

LONDON, February 12th.

Important developments have occurred in the Rand mining strike. General Smuts has issued a statement declaring that the strike must be ended without delay, and that the final settlement must be left to Parliament after an inquiry by an impartial board appointed by the Government.

General Smuts appeals to the Industrial Federation to call off the strike on the basis of the terms offered by the Chamber of Mines, asks the mine-owners to restart the mines, and promises that the police will protect men resuming work.

The Chamber of Mines, responding to the appeal, announced that the mines will reopen on the 15th inst., but the President of the Industrial Federation has instructed the miners not to return pending the decision of the executive.

An open-air meeting gloriously turned down General Smuts's proposals. A Dutch speaker at Bekkersburg hinted that the Nationalists will assist the Labour Party if the latter joined a coalition to overthrow the Smuts Government.

FAR EASTERN CABLE
NEWS.

[THROUGH RUSSIA'S AGENCY.]

HONOUR FOR SHANGHAI
COLLEGE.

PARIS, February 11th.

Paris Catholic University has awarded the Laseyette prize to Aurora College, Shanghai, conducted by French Missionaries, for most meritorious activity on behalf of French-Chinese educational co-operation. The prize was established and endowed by the family of the French missionary, Laseyette, who died in China after a life devoted to charity among the natives.

WATER POLICE SEAMAN
SENT TO PRISON.DREW WAGES IN ADVANCE AND
THEN DESERTED.

A seaman employed by the Water Police was at the Magistrate's yesterday, charged with deserting the Force on January 27th.

Sub-Inspector Grant stated that the defendant joined the force on September 6th, 1917, on an agreement for five years' service. The agreement terminated during the present year.

The defendant stated that his mother had died in the country and that he went away to look after the property and his younger brother. On his return he was going to the Water Police Station to report for duty when he was recognised and arrested.

Sub-Inspector Grant said that the defendant bore a fair character throughout his service.

The Magistrate: It is a very serious matter to desert. The Inspector informs me that you drew your salary on the 27th, and after the money had been paid to you in advance you deserted. You will go to prison for two months with hard labour.

SEA NOISES.

DEVICES FOR LISTENING UNDER
WATER.

In a most interesting article on "Listening Under Water," which appears in "Cassier's" Marine Number, Mr. O. V. Drysdale, O.B.E., D.S.C., describes some of the more important devices which have been evolved during the last four years and points out that the problem of submarine detection is probably the most difficult which has confronted us. The development of hydrophones for underwater listening has been a principal feature of the anti-submarine campaign, and remarkable results have been achieved by it.

But, the author proceeds, the sea is always in motion and produces noises of its own in any listening devices. Moreover, for listening to be of much value it must be possible to carry it on from a moving ship, and we have both water and air noises to contend with. At the same time the listening of the submarine has been carried out to a most extraordinary extent, and the small amount of sound emitted by the best modern submarines can only be distinguished with difficulty from the water noises above mentioned. The problem of detecting a submarine is therefore very like attempting to distinguish a particular speaker in a general conversation, and this depends chiefly on power to distinguish between the quality of various sounds. Here increase of sensitiveness of listening devices is therefore of little avail, although much useful work has been done in this direction.

WIRELESS CHAIN.

THE PLANNING OF AN EMPIRE
SERVICE.W. H. Eccles writing to The Times in
mail week says:—

Sir.—The presentation of the Report of the Wireless Telegraphy Commission which is planning the Imperial Chain stations affords a suitable occasion for placing before your readers a broad statement covering the preparatory work that has now been accomplished towards the improvement of Imperial communications. It will be remembered that after the war the Government authorized the Post Office to complete the wireless stations at Leedsfield, in Oxfordshire, and at Cairo, as the first link of the Imperial Chain, and that Lord Milner appointed a Committee to consider the best ways of applying modern engineering knowledge to Imperial wireless telegraphy. This Committee, which was named the Imperial Wireless Telegraphy Committee, was presided over by Sir Henry Norman, M.P., and included Rear-Admiral F. L. Field, Mr. F. J. Brown, Assistant Secretary to the Post Office, Sir Joseph Petavel F.R.S., Mr. John Snell, M. Inst. C.E., Mr. J. Sturges, F.R.S., Mr. L. B. Turner, M.I.E.E., and the present writer. The Committee considered the whole problem ab initio, and produced their scheme in a unanimous Report, which was published in June, 1920.

PRINCIPAL CENTRES.

There are six principal centres between which reliable wireless intercommunication is required, namely—Great Britain, Canada, Australia, New Zealand, South Africa, and India. Geographical circumstances suggested the postponement of full consideration of Canada and New Zealand. Of the remaining four, Australia, South Africa, and India form an equilateral triangle about 5,000 miles along each side, while England is about 6,000 miles from South Africa, 8,000 miles from India, and 10,000 miles from Australia. That ranges such as these could be spanned had been shown by the performances of the big trans-oceanic signals and by the reception in New Zealand of signals from the Admiralty station at Portsmouth, but reliable transmission was known to be limited to short periods of each day. It was clear that an uninterrupted and economical wireless service across the Empire could be provided only by a series of intermediate relay stations placed approximately midway between the principal centres. Suitable intermediate sites occur in Egypt, in East Africa, and at Singapore.

The establishment of wireless stations at these three points, the average link of the chain is shortened to 2,300 statute miles. But even across 2,000 miles, especially in tropical regions, it would not be easy to guarantee an uninterrupted service, and when atmospheric conditions were unfavourable the most powerful of existing stations would often be asked to repeat messages. The Committee therefore had to find a method of generating electric waves which should be capable of action at will to ranges varying from 2,000 to 11,000 miles, and capable of easy variation in strength from moderate to very intense, according to the atmospheric conditions. The most promising combination of flexibility and other desirable qualities was found in the method utilizing the thermionic valve, and yet untried on a large scale. In their Report the Committee recommended that the Imperial stations should be equipped with thermionic valves able to deliver at least 120 kilowatts of power to an efficient antenna and capable of extension to 240 kilowatts at a later date as desired.

OFFSHOOT OF SINGAPORE.

The complete scheme of the Imperial Wireless Telegraphy Commission contemplated an African branch and a separate Eastern branch. To assist British interests in the Far East, it was also decided to erect a station at Hongkong, which would be useful as an offshoot of Singapore. The African branch was to comprise the Post Office stations in Oxfordshire and in Egypt, a new station in East Africa, and the ex-German station at Windhoek, in South Africa; the Eastern branch would be made up of new stations in England, Egypt, India, and Australia.

The mode of operation of the chain would be somewhat as follows. The principal stations in England, South Africa, and India would communicate direct during the hours of each day known to be most favourable for the respective pairs of stations. When atmospheric disturbances at the receiving stations were slight the messages might be sent at high speed, and would be sent at high speed. When the atmospheric conditions were not quite suitable for coded and commercial messages, a considerable volume of news traffic could be conveyed. Later, when the atmospheric conditions became still more difficult, the intermediate relay stations would be called upon to take down messages for retransmission. The intermediate stations would doubtless have a certain volume of local traffic and would be of strategic importance.

For carrying their scheme into effect the Committee recommended that the planning of the stations in detail should be done by a Commission of three or four members, and that the construction of the stations should be entrusted to the Engineering Department of the General Post Office in England and to the corresponding authorities overseas. The Commission for planning was appointed by the Cabinet at the end of December, 1920, the members being Lord Milner (Chairman), Mr. L. B. Turner, of King's College, Cambridge, Mr. E. H. Shackleton, of the Engineer Department of the Post Office, and the present writer (Vice-Chairman). This Commission, known as the Wireless Telegraphy Commission, have freely asked and obtained the co-operation of all the Government Departments and of the representatives of the Dominions and India, and have kept in touch with the commercial companies. Their Report has just been presented to the Cabinet, and, I understand, will shortly be published.

(Continued at foot of next column.)

TEA GODOWN BURNT OUT.
BIG BLAZE IN KOWLOON LAST
NIGHT.

A tea godown at No. 308, Canton Road, Kowloon, was burnt out last night. A coolie set the place alight by dropping a lighted lamp on a woollen blanket. There are—or were—coolie quarters above the godown and the fire started on the first floor. The blaze quickly spread upwards and downwards and the whole three-storey building was soon involved. A call was received by the Fire Brigade at 8.13 p.m. and the big fire engine went roaring to the rescue. However, it was impossible to save the place and only the skeleton of the building is now standing. The occupants of the floors above the tea godown got out in safety. The tenant of the premises, Mr. Hap Lee Chan, lives in Hongkong and had not reached the scene when the Fire Brigade left at 10.30 p.m., so no particulars as to insurance or extent of damage are available.

MYSTERIOUS DISAPPEAR-
ANCE.
SINGAPORE PRISONER FROM
HONGKONG ESCAPES AT SEA.

There was some stir on board the *Torilla* early yesterday morning (says the *Singapore Free Press* of the 7th inst.) when it was known that the Singapore Chinese trader Yee Yuen Teng, alias Yee Chay Sam, who was recently arrested in Hongkong on warrants relating to embezzlement of property in Singapore had disappeared while being brought under custody.

The accused, who was in the company of detectives was travelling second class and about 4 a.m., as the ship was abreast of Pedro Light, he went into the lavatory while his custodians kept guard outside. As nothing was heard of him for some time the door of the lavatory was broken open and the place was found to be empty. It is believed that he managed to make his escape through the porthole either climbing on to the deck and hiding himself in some part of the ship, or throwing himself into the sea in the hope of being picked up. The latter is very unlikely, and though a search of the ship had no result yesterday it is believed that he is still concealed somewhere in the vessel. Chief Detective Inspector Costelli and his men are conducting a vigorous search.

It will be remembered that accused went away in the company of a Chinese actress on board the *P. & O. Nagoya*, and was arrested on landing at Hongkong on the 12th ult. It is stated that he was then in possession of \$129,000, and the charges of embezzlement are in respect of \$76,000. These include criminal breach of trust in respect of the title deed of No. 10, North Canal Road, and of property to the value of \$25,000 odd belonging to Chop Soon Chua of the above address, in which he himself was a partner, and also in respect of two pairs of earrings, set with diamonds and sapphires, the property of Messrs. B. P. de Silva.

WIRELESS PROPAGANDA.

In respect of thermionic valve plant the Commission have drawn most of their practical and proved information from the staff of the Admiralty's station at Hordsea, Portsmouth, and from the Marconi Company, to both of whom they are greatly indebted. Approximate estimates point to an average capital cost per station of not more than £100,000, including the transmitting and receiving sides of a duplex station, but exclusive of staff quarters, which may have to be provided at some of the sites.

No discussion of the Imperial Chain would be complete without specific reference to the Press and propaganda aspect of its possibilities. Wireless telegraphy lends itself to propaganda and national advertisement in a degree apparently still unrecognized by our statesmen and men of affairs. Every word sent by wireless is shouted from the house-top, and uncoded messages transmitted at slow speed from the great wireless stations of the world may be picked up by simple, inexpensive receiving apparatus thousands of miles away at favourable times of day. From several of the great manufacturing nations of the world news messages, and propaganda in the guise of news messages, are steadily pouring into countries such as China and South Africa, and even into portions of the British Empire. Many newspapers in China, for instance, are utilizing small private receiving stations for the supply of their foreign news, which is often permeated by subtle suggestions of the industrial prowess of the nation owning the distant source of the signals. The American Chain across the Pacific cannot fail to become an instrument of great influence over thought and commerce in the whole of the Far East and possibly in Australasia.

In conclusion, may I add that universal wireless progress during the 18 months which have elapsed since the Imperial Wireless Telegraphy Commission formulated their scheme has tended to confirm their conclusions that an Empire wireless service can be made continuous and trustworthy at reasonable cost by aid of the intermediate relay stations, and that only in this way can we escape the partial and erratic service which must accompany the immense distances separating the chief centres of the Empire.

LORD NORTHLIFFE ON
HIS VISIT TO MACAO.
"RIVIERA PICTURES IN THE
CHINA SEA."

Viscount Northcliffe, as our readers are aware, recently paid a short visit to Macao, and in an account he has given of his visit in his papers he says he found it a much more interesting place than the average resident of the Far East had told him. The Chinese Britons of Hongkong and Shanghai are a busy folk, he says. They come from home intent, as a rule, on making their fortune in a certain period. They work hard and play hard; and not many of them have time or inclination for historical research. In any case, in dealing with Portuguese, who are a peaceful, if politically excitable, folk, it is difficult to realize that their ancestors were among the aggressive European adventures into the Far East. They were at Malacca in 1511; and in 1587, during the Ming dynasty, they settled down at Macao with many bloody encounters before them. Our yacht for the day was a Chinese riverboat, the *Sui-an*, with a Scottish captain and engineer; and for excellent reasons not unconnected with river piracy, the Chinese passengers were barred off, as in a cage, from the rest of us. We set out from Hongkong, that young and lovely daughter of British enterprise. If there is a more beautiful harbour than Hongkong, I have yet to see it. The Peak might be La Turbie behind Monte Carlo; and I seemed to see the lights of Monte Carlo when I saw the lights of Hongkong by night.

We passed close to the famous Repulse Bay, which is called the Montrose of the East. For nearly an hour we might have been cruising along the French Riviera between Villefranche and Mentone; and the wonderful new road, 30 miles long, which has been made by the enterprising folk of Hongkong, is not unlike the new roads on the Riviera. The sunshine was as bright as at Cap d'ail.

To me Macao appeared as a beautiful little Portuguese city. There is a certain melancholy about it; but it is the melancholy not of solitude, but of ruins, of avenues of lovely gardens tended by hands long forgotten. It cannot be regarded in any other light than that of a pleasure-town. There are now many Portuguese in the sunny and shaded ways; and the ever-increasing Chinese, their rickshaws and sedan-chairs, and the sharp crying of hawkers remind one that one is not in Portugal. The pale pink and pale green houses, with balustrades and verandahs, take one for a few seconds back to the Tagus, just as in Manila one is walled suddenly to Seville, or in New Zealand fancies oneself sometimes in the other England in the North Sea.

Macao may be the last stand of the Portuguese in the Far East; but if they are going down, they are going down proudly. They have laid out and they go on laying out fine roads in Macao; one of them a magnificent road which skirts a curving shore called Half-Moon Bay, almost exactly like Mentone-Garavan. And their botanic gardens and avenues and open spaces are flower for flower the same as the best things in France and Italy.

Camonens, the great Portuguese poet, lived here, and wrote many of his poems on a little tower in a bamboo forest, whence through an opening he could see for miles up river and on the right, out to sea. This bamboo forest is a part of the gardens of Vasco da Gama, and is a beautiful, shady place, full of poinsettias, temple flowers, gold mohur trees, and that deep, deep red Honolulu creeper for which tropical gardeners sigh in vain.

Close to Camonens's retreat lies a forgotten old cemetery, where are the graves of many Englishmen. Among them we found the headstone of Lord Henry John Spencer-Churchill (fourth son of George, fifth Duke of Marlborough), who was captain of H.M.S. ship *Druid* and senior officer in the China Seas. He died in Macao Roads on June 2nd, 1840, and the stone was put up "by his officers and petty officers in testimony of their esteem and affection." Another headstone preserves the memory of one Lieut. Wintle, of H.M.S. *Royal George*, who died on the China Station in 1817. Imagine circling half the world and reaching Macao to find the graves of two English naval officers. And we of to-day fancy that we are seeing the world an example in travel.

ENGLISH GRAVES.

On the other side of Macao, the Hongkong side, stands the Governor's residence, a pretty white house bowered in trees, with an old castle above and villas and gardens lining the fine motor roads. The Governor himself, da Silva, son of a former Governor and one of a long succession, is a young, alert man, who speaks English well. I discussed with him the present embroilment of Macao, and the Chinese Government. He spoke sensibly on the subject; but at Hongkong that night I found those who thought that the result of the complicated dispute would be the squeezing-out of Portugal after all these years. Macao can never again be what she was in the days when the junks were the only means of sea transport.

GERMAN AIR ENTERPRISE.

The Germans are planning a bi-weekly trans-Atlantic Zeppelin service between Cadix and Buenos Ayres. In order to circumvent the Versailles Treaty prohibiting Germany from building or using airships, a Spanish company is being organized with a capital of 80,000,000 pesetas, of which 50,000,000 has already been secured. It is reported that the Spanish Government has consented to guarantee the payment of the interest.

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33 x 3	"	68.00	
34 x 3	"	73.00	
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36 x 3	"	82.75	
37 x 3	"	95.00	
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175 x 105	Millimeter Sizes Fabric		
185 x 105	Chincher	88.00	
195 x 120	"	73.00	
205 x 120	"	80.00	
215 x 120	"	82.75	
225 x 120	"	95.00	
235 x 120	"	99.00	
32 x 3	Inch Sizes Royal Cord	85.00	8.00
33 x 3	Straight Side Non Skid	115.50	9.75
34 x 3	"	120.00	10.50
35 x 3	"	122.00	11.00
36 x 3	"	130.00	11.50
37 x 3	"	135.00	11.75
38 x 3	"	137.00	12.00
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TROTSKY'S MILITARISM.

"PREPARING FOR WAR NEXT
SPRING."

Moscow, December 29th.
The Soviet army and navy, now totaling 1,500,000 men, must not be reduced, but on the contrary must increase training and be prepared for war next spring and summer in the event that outside forces carry out their plans to attack Soviet Russia, declared Mr. Trotsky, Soviet Minister of War, in a fiery speech before the ninth All-Russian Congress today.

Enthusiastic applause greeted Trotsky when he said the Japanese were aiding the White Guard aggression in the Far East and added:

"BEASTS OF PREY."

"The impudent imperialistic beasts of prey must know that know that besides the four powers which have just concluded an agreement among themselves there is still a fifth—Soviet Russia and the Red Army."

Trotsky announced to the Congress the capture of Khabarovsk, in Siberia, by the White Guards, "in the presence of Japanese bayonets."

"Now can we remove our troops from the Far East!" he demanded rhetorically. "No. We can only regret there were not enough of them. But we are certain that in the future enough Red bayonets will be there to hold back the pressure."

UNDEMOCRATIC AMERICA.

Trotsky said even though the Far Eastern Republic had called a constituent assembly to satisfy the imperialistic world, the fact that communists were elected to it "didn't please England, Japan and undemocratic America."

"The Red Navy is insufficient," he continued. "At the hands of the Russian White Guards and foreign imperialists the navy suffered a number of merciless shocks, but those who believe the Red Navy can be forgotten are mistaken. We don't know how future world history will turn out, but we know we must preserve the human and technical kernel of our Red Navy."

He cited the Karelian adventure, which he said was backed and financed by Finland, and the Far East aggression as simultaneous events planned by foreign enemies. He also announced that in the Black Sea district a new government was being formed by the "Black Sea Committee for Saving Russia."

"These invasions," he continued, "may be called pin pricks, but the gist of the matter is that there are so many of these pin pricks that they can destroy the whole texture of our organization."

PREPARE FOR SPRING.

In the face of these facts, we all want peace. But we can't get it this winter. We will diligently learn military tactics. We will prepare for spring and summer, so that we will not be caught napping. The menace of bloody episodes is not excluded. It is better to see danger, even to see more than there is than to see less. Then, if not in the spring at least in the summer we can get ready for peace just the same. We will prove, if we are compelled to do so, that in 1922 it will be easier to expand than to contract the Soviet Russian frontiers."

Trotsky particularly recommended greatly increasing the efficiency of aviation and of increasing the number of tanks and other "armoured fighting material." He also recommended the improvement of the living conditions of the officers, who as professional soldiers, he said, had to be treated "better than the conscripts."

THRILLING RESCUE AT SEA.

TALE TOLD BY WIRELESS IN NEW
ZEALAND.

A thrilling tale of rescue at sea has been told by wireless, says a Wellington message. The auxiliary schooner *Helen Sterling*, of Newcastle, bound for Esapele, was struck by a gale and became water-logged. At 8 a.m. on January 22nd she sent a wireless S.O.S., which was picked up by the Australian cruiser *Melbourne*, which rushed to the rescue.

The *Aurora* Radio Station, New Zealand, received the message and the whole of New Zealand followed the struggle breathlessly.

The *Melbourne* wireless: Expect to reach *Helen Sterling* at 2.30 p.m.

The *Helen Sterling* replied at 1.30 p.m.: "Cannot last another hour. Water-logged. Seas sweeping over. Clearing boats, but impossible to live in the sea."

Later messages told of a boat being smashed in an attempt to launching and the men injured. Farewell messages were then sent the wireless falling owing to the rolling of the schooner interfering with the auxiliary.

The *Melbourne* replied: "Certain to reach you. Keep good heart."

Crowds waited anxiously for news of the races with death and the greatest relief was felt when a message from the *Melbourne* stated that she had sighted the *Helen Sterling* and rescued the crew, after a long struggle, at 4 a.m. on January 23rd. "O.S. had to be pumped" into the sea before boats could be launched.

The rescue was applauded in Parliament and Mr. Massey wirelessed to Admiral Dumaresq complimenting him upon the maintenance by the Australians of the splendid traditions of the British Navy.

A London message of the 2nd inst. states: The *Daily News* understands that the Prince of Wales's betrothal is certain in 1922. Viscount Fitzgibbon is vacating the White Lodge in Richmond Park for the Prince's occupation.

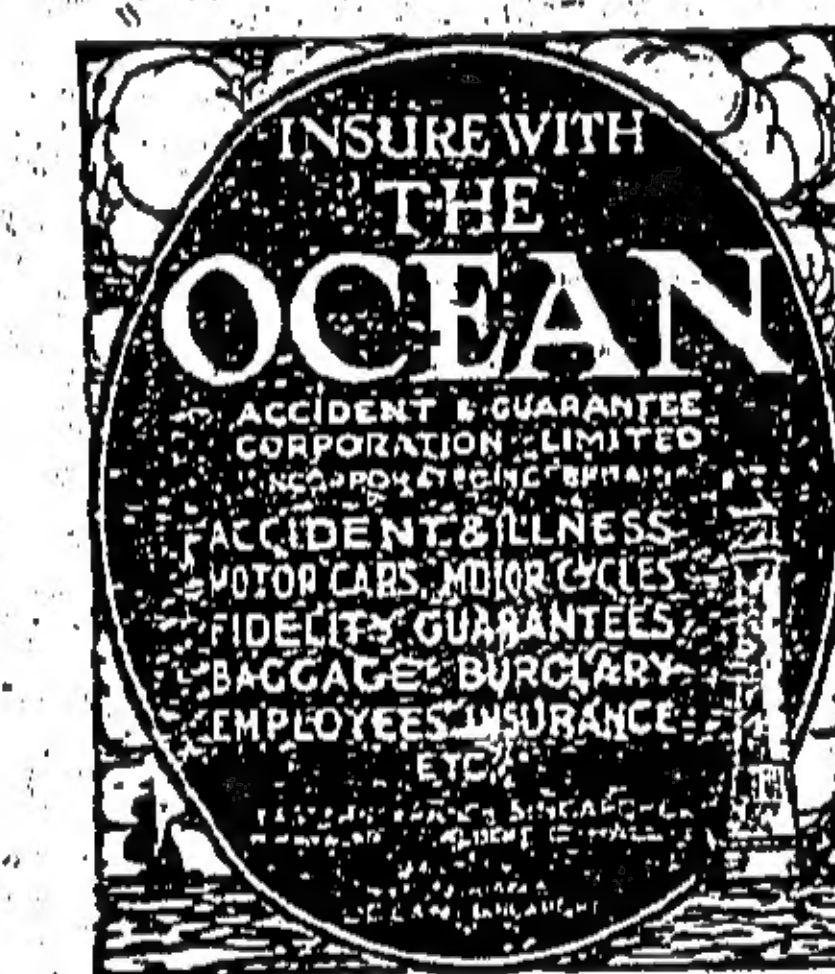
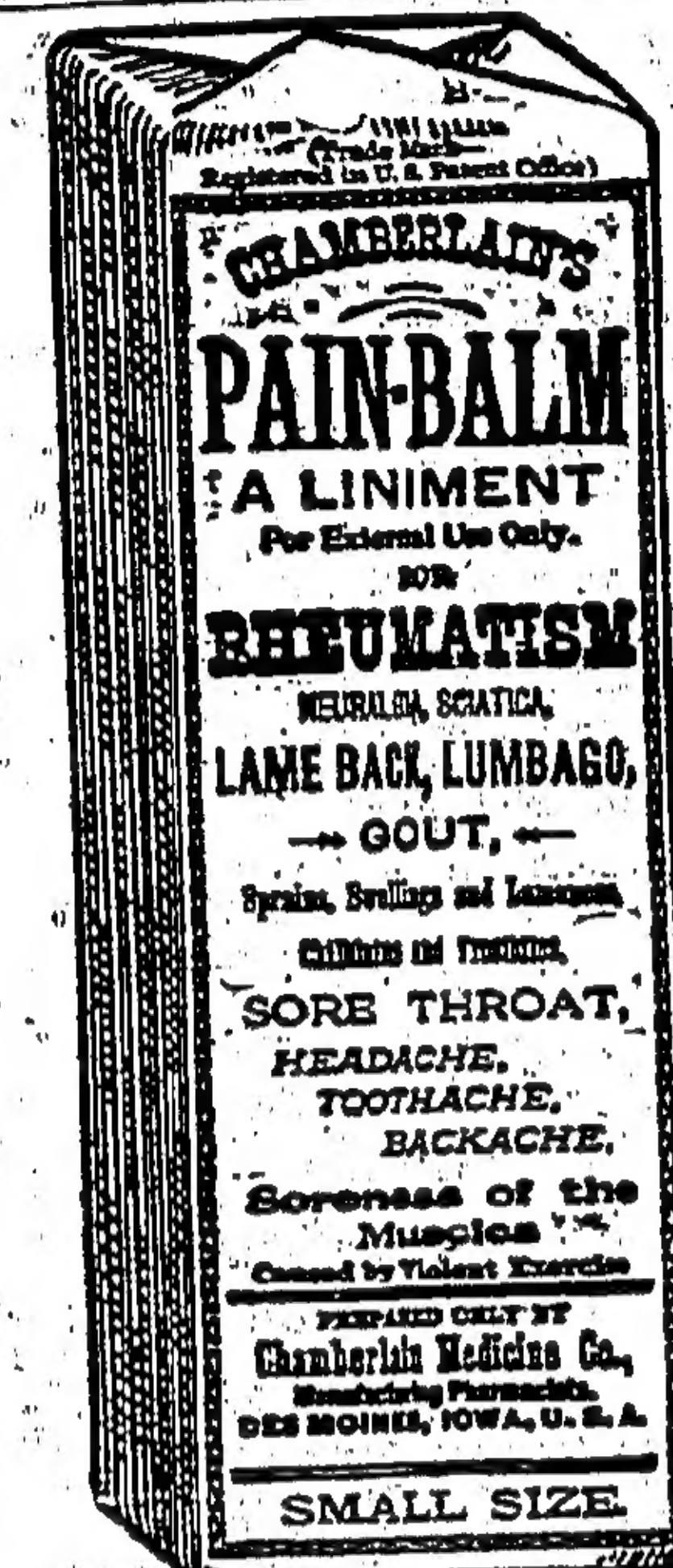
"Is golf a sport, a game, or a pastime?" an expert asks. This significant way of regarding the serious business of life is one of the unfortunate signs of the times, remarks a contemporary.

"What rank were you a General?" inquired Mr. Justice Darling in the King's Bench Division when told that defendant in a breach of promise of marriage case had earned £44 a month in the Air Force. William G. L. Peters, 23, of East Dulwich, acknowledged that he had been a lieutenant.



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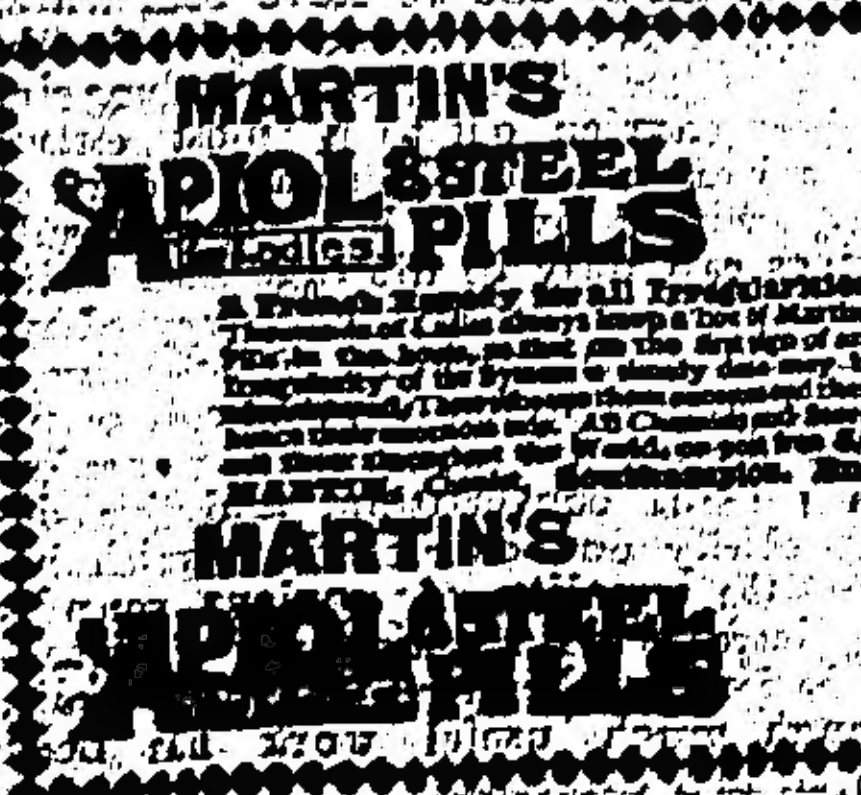
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THE WAR ON MALARIA.

SIR RONALD ROSS'S LIFE WORK.
A STORY OF 2,000 YEARS.

It is announced from Paris that the Academy of Medicine has elected Sir Ronald Ross a foreign Associate. He has been a corresponding member of this body since 1904. The new honour is but one of very many by which the nations have recognized the importance of his researches in malaria. In the following interview Sir Ronald Ross tells the story of those researches.

[BY A SPECIAL CORRESPONDENT OF "THE TIMES"]

I found Sir Ronald Ross engaged on his Memoirs, which are to be published by Mr. Murray, probably in two or three months' time. "I don't like this job," he said; "it is like digging up one's old bones and piecing them together, as though they belonged to some extinct mammal. But it's a duty."

When I asked him to tell me the story of his malaria work he was inclined to think people would not be interested. He protested that it was one of the most interesting stories in the world. Without prejudice to his own opinion he at last agreed to relate it briefly.

"It is a story 2,000 years long," he began. "The ancients knew the different kinds of malaria, that they are connected with stagnant water, and even that they might be associated with insects in marshes. But they knew nothing further. Early in the 17th century the cinchona bark, from which quinine is made, was brought to Europe from South America, and has been known as the specific for malaria, when properly used, since then. In 1880 the great discovery of the cause of malaria was made by Dr. Alphonse Laveran, now of the Institut Pasteur. He found that it was due to millions of minute animal parasites—not bacteria—living each within one of the red blood corpuscles, like a maggot in a nut. Subsequently Golgi, in Italy, showed that there are three species of these parasites, causing respectively the quartan, the tertian, and the malignant forms of malaria. Quinine acts by killing these organisms, but must be continued for months if the enormous hordes of them are to be exterminated in the body."

RESEARCH IN INDIA.

"Of course, everybody who remembered the connection between malaria and marshes now thought that these parasites must breed in marshes, but all efforts to prove it experimentally were failures. Meanwhile, a number of savants, including Laveran himself, recapitulated the ancient idea that malaria might be connected with mosquitoes, and in 1894 Sir Patrick Manson, by means of a great induction, gave a new and powerful reason for this hypothesis. But none of these thinkers experimented on the subject. Manson communicated his induction to me—I had been working for years on malaria—and I determined to work out the thing in India."

I was then a surgeon-major in the Indian Medical Service, and attacked the investigation on returning to my regiment at Secunderabad. Some people—I include myself among them nowadays—thought this was a very foolish undertaking; there are some 500 species of mosquitoes; we had not the smallest idea which species was able to carry the disease; and we did not know either the form or position of the malaria parasite in the mosquito. In fact, all was absolute darkness. I had to grope about as best I could, merely on the chance of coming up against something solid. Still, encouraging facts in support of Manson's induction were ascertained by me at once. In 1898, and I was getting on well when the Indian authorities interrupted my work for the first time. I continued as well as possible, though with wrong kinds of mosquito. At last, after two and a half years' toil, I tried two new kinds of mosquito in Secunderabad; that is, I fed these mosquitoes on patients whose blood contained the parasites. Suddenly, on August 20th, 1897, I found the malaria parasites growing in one of the new kinds of mosquitoes, and knew that the key had been obtained.

This supremely lucky observation disclosed the two unknown quantities; the kind of mosquito concerned, and the form and position of the parasite within it. My discovery, as many people know, was commemorated in the concluding stanzas of my poem, in Exile, published by Mr. Murray in my book of verse called "Philosophies."

"I now expected to solve the whole problem in a few weeks when, with their usual zeal for science, the authorities interrupted me off at a moment's notice by posting me off at a moment's notice to a place more than 1,000 miles distant, where there was no malaria. And I had just reported my success officially to them! What this means will be understood when it is remembered that malaria has been officially estimated to kill 1,300,000 persons every year in India alone. To make some amends, however, next year, chiefly at Manson's solicitation, they put me on special duty for no less than six months, during which they told me to investigate not only the malaria problem, but also the equally difficult problem of kala-azar. The first half baffled humanity for 2,000 years; the second continues to baffle us to-day."

HOW MALARIA IS CARRIED.

"But I was fortunate. By studying the malaria parasites of birds I was able to solve the general proposition as regards malaria, during that six months. In July and August I found the sickening, and, indeed, wonderful fact that the spores of the malaria parasite in mosquitoes enter the salivary glands of the insects. (These glands secrete the poison which causes the irritation of the mosquito's bite, and the malaria parasite, therefore, enters our blood when the insect performs its little surgical operation upon us.) I infected a number of healthy birds in this way. This revealed how malaria is carried; it is merely passed from bird to bird, or from the proper kind of mosquito. Not the parasite, but the carrier-parasite, lives in the marsh."

"Every effort should now have been made by me to demonstrate the same law regarding human malaria (though this was already a foregone conclusion); but the Indian authorities interrupted me for the third time by forcing me to investigate kala-azar. It is true they gave me another six months to do it in. Already wearied out, I failed in the second task; and as they would not assure my continuance in this kind of work, I resigned the Service early in 1899."

"At that time Manson's scheme for the formation of schools of tropical medicine was maturing under the aegis of Joseph Chamberlain. I joined the proposed school at Liverpool, but, not being disposed merely to teach students, started in August for Sierra Leone with Drs. Annett and Fielding Ould, and Mr. Museum. There, in a few days, we showed that all three species of the human parasites of malaria are carried by two kinds of mosquitoes belonging to the same group as those in which I had found the parasites at Secunderabad; namely, the spotted winged mosquitoes called anophelines."

In the meantime certain Italian workers had done the same thing with regard to the Italian anophelines. These gentlemen, by misrepresenting or omitting to mention my work, pretended that their investigations were original, though it is an easily proved fact that they were thoroughly conversant with everything I had done. They succeeded, nevertheless, in getting most of the credit for years amongst those who had not followed the literature."

My work was done, not for the sake of abstract science, but for the cause of practical sanitation in the tropics—for saving human life on the large scale. It followed from researches that, in order to reduce malaria in most cities and towns of the tropics, we had only to reduce the carrying mosquitoes. This could be done by preventing their breeding in puddles, pools, marshes, or every collection of water in which their larvae lived. I did not propose to destroy mosquitoes in the world, but simply to reduce their numbers in the centres of civilisation, which could be effected at comparatively small cost. We proposed this measure at once for Freetown, Sierra Leone, and I went there twice again in order to teach my lesson thoroughly. In 1902 the Suez Canal Company completely cleared the malarial area on my advice."

FIGHTING YELLOW FEVER.

"The Americans had discovered that yellow fever also is carried by another group of mosquitoes, and Colonel Gorgas had successfully reduced these insects, and both diseases, in Havana, Cuba. In 1904 the Americans asked me to go to Panama, where they were just going to start making the Canal. Gorgas was in charge, and already knew what to do. How magnificently he did it everybody knows. He was given the R.C.M.G. just before his death in London in 1920 by our wise King. In 1907 and 1913 similar work was begun in Mauritius and Cyprus with good results; but perhaps the best work done in this practical line has been achieved by Dr. Malcolm Watson in the Federated Malay States, by Dr. Balfour at Kharum, and by Dr. Clarke at Hongkong."

"On the whole, however, I have been much disappointed that the British Empire has not seen its full responsibility in this matter, and has not adopted large concerted measures on the lines we scientific workers have indicated. There should be constituted in London a malaria bureau for the whole Empire, directed by the best expert available, where information on the subject should be kept and should be at the disposal of every Government Department, of every company and private person. Money has been promised me for this, but the promises have not been fulfilled and I cannot get the thing done. Here is an opportunity for a rich man to perform a really great service for the Empire."

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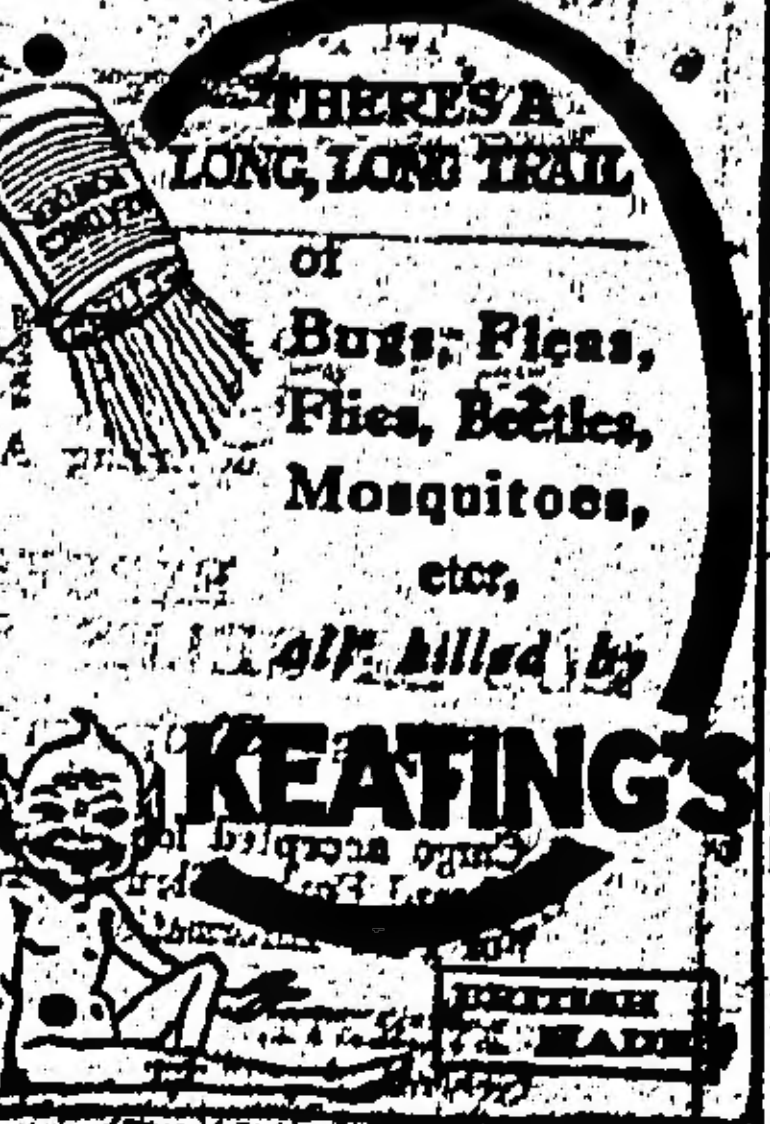
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SHIPPING NEWS

ARRIVALS.

February 13th.

Osaka Maru, Japanese str., 1,163 tons, Capt. Machihara, from Saigon, with rice.—O.S.K.
Footlow, British str., 1,223 tons, Capt. Wm. Tonkin, from Shanghai, with a general cargo.—B. & S.
Hosaka Maru, Japanese str., 1,078 tons, Capt. Ichikawa, from Keelung and Swatow, with a general cargo.—Y.K.K.

February 13th.

Miki Maru, Japanese str., 3,679 tons, Capt. K. Miyazawa, from Nagasaki with a general cargo.—N.Y.K.
Awa Maru, Japanese str., 3,747 tons, Capt. N. Nariu, from Bombay and Singapore, with a general cargo.—N.Y.K.
Golden State, American str., 8,383 tons, Capt. G. W. Yardley, from San Francisco and Manila, with a general cargo.—P.M. S.S. Co.
Wanlung, American str., 5,999 tons, Capt. T. H. Dubson, from San Francisco, with a general cargo.—C.M. S.S. Co.
Tottori Maru, Japanese str., 3,710 tons, from Singapore, with a general cargo.—N.Y.K.

CLEARANCES.

February 13th.

China, for Shanghai.
Tottori Maru, for Shanghai.
Unkai Maru, for Singapore.

PASSENGERS.

ARRIVALS.

For China Mail s.s. *Nanking*:—For Hongkong, Mrs. G. Anderson, Mr. W. Adamson, Rev. and Mrs. G. C. Hartter, Mr. and Mrs. L. Baines, Lieut. E. M. Bayles, Mrs. A. S. Black, Mrs. E. Crooks, Mr. A. A. Clapp, Mr. J. B. Dea, Mr. D. Dodd, Mr. P. N. Forum, Miss M. Hewson, Mr. S. Henry, Mr. and Mrs. T. K. King, Mr. F. Murer, Miss E. F. Lashaw, Mr. F. T. Pison, Mr. M. J. Rull, Mrs. U. T. Surridge, Miss J. Surridge, Mr. and Mrs. A. D. Silas, Mrs. T. W. W. Tulpy, Capt. and Mrs. E. M. Voorhees and several Chinese passengers.

DEPARTURES.

Per T.K.K. s.s. *Tenyo Maru*, on February 11th.—Dr. T. Addison, Mr. F. O. Burgess, Mr. and Mrs. C. J. Brador, Mr. L. A. Block, Miss M. Clarys, Major L. Cassel, Mr. and Mrs. O. Dreggs, Miss H. E. Harvey, Mr. A. Harper, Miss N. Haubner, Mrs. R. A. Jaffray, Miss E. L. Keyes, Mr. and Mrs. A. Leslie, Mrs. A. E. B. Lambie, Miss W. Anderson, Master G. Burnett, Miss J. Cunningham, Master A. Hazeland, Miss M. Jaffray, Mr. W. H. McKinney, Mr. J. P. McCulloch, Miss M. Monroe, Mr. E. W. Miller, Mr. C. L. Nelson, Miss A. O'Brien, Mr. P. H. Prevot, Miss K. K. B. de Rosa, R. Reeves, Mr. and Mrs. J. R. Small, Mr. A. A. Stoyanov, Mrs. J. R. Small, Mr. C. Sulzer, Mr. and Mrs. P. J. Treat, Miss Miller, Master B. Miller, Miss M. Oldfield, Miss R. Rumbach, Miss R. Rumbach, Master A. G. Smith, Mr. and Mrs. A. L. Volante.

SHIPPING MOVEMENTS.

The T.K.K. s.s. *Shinyo Maru* arrived at Yokohama on the 10th inst. and sailed 13th inst. via Kobe, Nagasaki, Shanghai and Manila, being due at Hongkong 28th inst.
 The s.s. *Siberia Maru* arrived Yokohama on the 11th inst. and sailed 13th inst. in accordance with schedule for Honolulu and San Francisco.
 The P. & O. s.s. *Napoye* left Shanghai for this port on the 11th inst. at 11 a.m. and is due here on the 14th inst. at 6 a.m.
 The P. & O. Co.'s s.s. *Dunera* left Singapore for this port on the 11th inst. at 10 a.m. and is due here on the 17th inst. at 6 a.m.

VESSELS EXPECTED.

Atsuta Maru (N.Y.K.), due March 1st.
Boston-Castle (Dodwell-Castle line), due beginning of March.
Devanha (P. & O.), due February 27th.
Empress of Asia, due February 24th.
Golden State (P.M.), due Feb. 13th a.m.
Ginyo Maru, due February 19th.
Iyo Maru (N.Y.K.), due Feb. 16th.
Kendal Castle (Dodwell-Castle line), due early in April.
Kyano Maru (N.Y.K.), due Feb. 16th.
Korea Maru (N.Y.K.), due Feb. 15th.
Novara (P. & O.), due March 11th.
Pakhan (Dodwell & Co.), due beginning of March.
 (FROM OUR OWN CORRESPONDENT.)
Shidzuoka Maru (N.Y.K.), due Mar. 18th.
Tango Maru (N.Y.K.), due Feb. 15th.
Tottori Maru (N.Y.K.), due Feb. 14th.

SHIPPING NOTES.

A Netherland Indies telegram says:—One hundred and forty engineers of the Royal Packet Company have refused to re-enrol under the new wages, being decreased ten per cent. A far greater part of the engineers agreed to the new scale of wages.

OIL-FIRED TUG-BOATS.

Messrs. W. S. Bailey & Co., Ltd. have completed for the Anglo-Saxon Petroleum Co., Ltd., Singapore, the second of two oil-burning tug-boats. The vessels are named respectively *Dragon* and *Lion*. The second vessel on her official trial made an average speed of 10.27 knots on four runs over the measured course in Kowloon Bay, being 27 knots over the contract speed.
 The vessels are of steel, 79 feet in length, and fitted with compound, six-cylinder, oil-burning engines of 200 horse-power, and with the Smith-Meyer Pressure System of oil-burning in the furnaces. The machinery and boiler ran perfectly. There were on board Messrs. Ross, Velocin and Tully, representing the owners, and Messrs. Wicheh, Swan and Bailey for the builders.

WEATHER REPORT.

February 13th at 12.50.—Pressure has increased considerably at Vladivostok, and Wei-haiwei, an anticyclone having formed over N. China. It has increased considerably over central Japan, a depression, which covered that area yesterday morning, having passed into the Pacific.

It has increased slightly over Formosa, the S. Coast of China and the Philippines, and has decreased slightly at Guam and the Bonins.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.25 inch. Total since January 1st, 1.39 inches, against an average of 2.19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast
 Hongkong to Gap Rock N.E. winds, fresh to moderate; overcast, probably some rain.
 Formosa Channel N.E. winds, fresh.
 South coast of China between Hongkong and Lamook No. 1.
 South coast of China between Hongkong and Hainan No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 13th.

	Previous Day at 3 p.m.	On Day at 3 p.m.	On Day at 3 p.m.
Barometer	29.95	29.95	29.91
Temperature	82	81	83
Humidity	74	88	87
Wind Direction	E	E	E
Force	5	5	5
Weather	o	o	o
Moist	0.03	0.00	0.35

Highest open-air Temperature on 13th—63
 Lowest open-air Temperature on 13th—60

HONGKONG TIDE TABLE.

From 14th to 20th February, 1922.

HIGH WATER. LOW WATER.

Days of Week	Day of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tue.	14	11 23	5 3	4 58	0 6
Wed.	15	11 15	7 1	4 42	1 8
Thur.	16	11 04	8 5	4 38	1 9
Fri.	17	10 56	8 5	4 38	1 9
Sat.	18	10 48	8 5	4 38	1 9
Sun.	19	10 40	8 5	4 38	1 9
Mon.	20	10 32	8 5	4 38	1 9

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CANADIAN PACIFIC STEAMSHIPS, LIMITED.

Hongkong Office Telephone 752 Cable Address GACANPAO.

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REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

SS "HOZUI MARU" on or about 20th Feb.

FOR KEELUNG via Swatow & Amoy

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office, No. 27, Robinson Street, West.

Tel. No. 155.

Top Floor, King's Building.

Tel. No. 140.

STRUTHERS & BARRY

Managing Agents—United States Shipping Board.

EXPRESS FREIGHT SERVICE TO

LOS ANGELES & SAN FRANCISCO via MANILA.

"West-Chopaka" Due Hongkong 24th Feb.

Leave 26th Feb.

Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic Seaboard Ports. Through Bill of Lading issued to U.S. and Canadian Overland Points.

For Full Information Apply To

STRUTHERS & BARRY.

11th Floor, Powell's Building.

12, Des Voeux Road Central.

G. P. Bradford, Res. Agent.

CHINA MAIL S.S. CO., LTD.

AS UNSURPASSED HIGH CLASS PASSENGER SERVICE

FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "NILE" "CHINA"

Trans-Pacific Service

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

as "NANKING" as "CHINA"

Feb. 20th at noon Feb. 14th D'light

Java Service

HONGKONG TO SINGAPORE & BATAVIA.

SS "NILE"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURIDGE, GENERAL AGENT

PRINCE'S BUILDING, TEL. PRINCE BLDG. No. 1924.

100 HONG STREET, TEL. PRINCE BLDG. & AGENT. No. 2161.

N. Y. K.

SAILING SERVICE TO AMERICA AND

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KATOHI MARU (Kobe direct) ... Thursday, 22nd Feb., at 11 a.m.

KASHIMA MARU (Nagasaki direct) ... Friday, 24th Mar., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KITAGO MARU ... Friday, 17th Feb., at 11 a.m.

HARUNA MARU ... Friday, 17th Feb., at 11 a.m.

HAMBURG via LONDON HULL & ROTTERDAM.

MATSUMOTO MARU ... Saturday, 18th Feb.

LIVERPOOL via MARSEILLES.

TAJIMA MARU ... Monday, 11th Mar.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Tuesday, 14th Feb., at 11 a.m.

TANGO MARU ... Tuesday, 14th Feb., at 11 a.m.

NEW YORK via PANAMA & CUBAN PORTS.

TAKENYO MARU ... Wednesday, 22nd Feb.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPS

KANAGAWA MARU ... End of Mar.

BOMBAY via Singapore, Penang and Colombo.

TSUBUGA MARU ... Tuesday, 21st Feb.

OSAKUTTA via Singapore, Penang & Rangoon.

NAGASAKI KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Tuesday, 14th Feb., at noon.

YOKOHAMA ... Friday, 17th Feb.

TAKOHASHI MARU ... Wednesday 22nd Feb.

For further information apply to NIPPON KUSEN KAISHA

Telephone Nos. 22 & 23

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Carried on through Bills of Lading from HONGKONG to ZIMBABWE, ZIMBABWE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH, CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE
FAR EAST, UNITED KINGDOM & CONTINENT.

S.S. "CITY OF MANCHESTER" ... 10th Feb. Marseilles, London, R'dam & H'burg

PASSENGER SERVICE

S.S. "CITY OF SIMLA" ... Middle March, Marseilles, London, Rotterdam & Hamburg
S.S. "CITY OF CALCUTTA" ... 10th May
Subject to change without notice.

For particulars of freight and passage rates apply to—

or RINE & Co., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL CO., LTD.)

Sailings from Hongkong.

* Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON; RINE & CO., CANTON.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS & DEPARTURE SAILING DATES

SHANGHAI, KOREA & "ANDRE LEBON" ... On or about 10th Feb.
YOKOHAMA "AMBOISE" ... On or about 10th Feb.ANSELLES via HAI- "AZAY LE RIDEAU" ... On or about 22nd Feb.
PHONG, SAIGON, "ARNAND BERIC" ... On or about 7th Mar.
SINGAPORE, PEN-
ANG, COLOMBO, SINGAPORE, SUEZ, PORT SAID.

For full particulars regarding sailings etc., apply to—

Telephone 745.

R. RODENFUSCH,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms and Saloons, and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

Arrival and Departure from the Company's Wharf (near Blakes Pier).

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DOUGLAS LAPRAIK & CO.
General Manager.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (approx)	Destination
"NAGOYA"	5,400	15th Feb. 11 a.m.	Marseilles, London & Antwerp
"DUNERA"	5,400	25th Feb.	Singapore, Colombo, Bombay
"KABACAR"	5,400	1st Mar.	Marseilles, London & Antwerp
"SICILIA"	5,400	14th Mar.	Singapore, Colombo & Bombay
"KHIVA"	5,400	15th Mar.	Marseilles, London & Antwerp
"DEVANHA"	5,400	25th Mar.	do.
"NOVARA"	5,400	12th Apr.	do.
"KALYAN"	5,400	13th Apr.	do.
"PLASSY"	5,400	14th Apr.	do.
"SICILIA"	5,400	10th May	do.
"DONGOLA"	5,400	11th May	Singapore & Colombo, Bombay, Marseilles, London & Antwerp
"KRYBER"	5,400	12th May	do.
"SOUDAN"	5,400	13th May	Singapore, Colombo & Bombay
"KASHMIR"	5,400	14th May	Marseilles, London & Antwerp
"KARNATA"	5,400	15th May	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,000	11th Feb. 4 p.m.	Singapore, Penang & Rangoon (with transshipment at Singapore) and Java.
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	6th Mar.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	17th Feb. 11 a.m.	Shanghai only.
"KHIVA"	5,400	12th Feb.	Shanghai & Japan
"DEVANHA"	5,400	25th Feb.	Shanghai and Japan

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by R.M.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For further information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO., Agents.

23, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said."ANDES MARU" ... Thursday, 16th Feb.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE"TACOMA MARU" ... Tuesday, 14th Feb.
BOMBAY & COLOMBO REGULAR FORTNIGHTLY SERVICE via SINGAPORE"INDUS MARU" ... Saturday, 25th Feb.
DELHI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly PASSENGER SERVICE"GURU MARU" ... Wednesday, 1st Mar.
CALCUTTA—Regular service via Singapore, Penang & Rangoon."INDO MARU" ... Wednesday, 1st Mar.
"NANKING MARU" ... Saturday, 4th Mar.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular PASSENGER SERVICE touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 25th Feb.
"HAWAII MARU" ... Saturday, 4th Mar.

NEW YORK via PANAMA—Regular monthly service via Japan, Formosa, San Francisco, Panama and Colon Ports.

"HAWAII MARU" ... Monday, 13th Feb.
"ALASKA MARU" ... Friday, 10th Mar.

KEELUNG via SWATOW & AMOY—These vessels have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY
"ROSHI MARU" ... Thursday, 22nd Feb.
For sailing dates and further particulars please apply to—
Y. YABUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS
Steamer Sidney & Melbourne via Port of Hongkong for Australia"TAIYUAN" ... About 12th Feb.
"CHANGSHA" ... About 12th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australia, New Zealand & Tasmanian Ports.

For full particulars apply to—BUTTERFIELD & SWIRE, Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Date
SHANGHAI	"HUNAN"	On 14th Feb.	
SWATOW & SINGAPORE	"KING YUAN"	On 15th Feb.	
BANGKOK	"KING YUAN"	On 15th Feb.	
MANILA, CEBU & ILOILO	"KING YUAN"	On 15th Feb.	
HOIHOW	"KING YUAN"	On 15th Feb.	

These dates cannot be relied on.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE, Agents.

Telephone 25.

T. K. K.
TOYO KISEN KAISHAHONGKONG TO SAN FRANCISCO
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS	Tons	Call at Keelung	Leave Hongkong
KOREA MARU	15,000	Feb. 24th	Feb. 24th
SHINYO MARU	15,000	Mar. 6th	Mar. 6th
PERSIA MARU	15,000	Mar. 20th	Mar. 20th
TAIYO MARU	15,000	Apr. 4th	Apr. 4th
SEIBO MARU	15,000	Apr. 24th	Apr. 24th
TENYO MARU	15,000	May 1st	May 1st

* Calling at Dairen.

SOUTH AMERICAN LINE
HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, CALEAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS	Tons	Leave Hongkong	Leave Yokohama
GINYO MARU	15,000	Mar. 1st	Mar. 1st
ANYO MARU	15,000	Mar. 15th	Mar. 15th
SEIYO MARU	15,000	Mar. 31st	Mar. 31st

For full information regarding passenger, freight and sailing, apply to—
Y. TSUTSUMI, Manager,
King's Building, Tel. No. 274 & 73.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

PACIFIC MAIL S.S. CO.
MANAGING AGENTS U.S. SHIPPING BOARD
TRANS-PACIFIC SERVICEFreight and Passenger Service
SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULUAMERICAN STEAMERS
For SAN FRANCISCO via SHANGHAI, KORE ETO

S.S.	Tons	Leave Hongkong	Leave San Francisco
"GOLDEN STATE"	15,000	Feb. 18th	Mar. 12th
"EMPIRE STATE"	15,000	Mar. 1st	Apr. 1st
"HOOPER STATE"	15,000	Apr. 1st	May 1st

SHANGHAI-CALCUTTA SERVICE

Freight Only
FOR CALCUTTA via SINGAPORE, PENANG AND RANGOON.FOR HAIPHONG
MANILA-EAST-INDIA SERVICEFreight and Passenger.
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBOMonthly Sailings.
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.,
Telephone 141. Cable Address "SOLANO." Union Building, Hongkong.NANYO YUSEN KAISHA
(The South Sea Mail S.S. Co., Ltd.)REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN

JAPAN, HONGKONG & JAVA.

For BATAVIA, FAMARANG, SOERABAYA, MACASSAR and BALIKAPAPAN.

"CHERIBON MARU" sailing on or about 5th Mar.
Omitting Macassar and Balikpapan.For MOJI, KOBE and YOKOHAMA:
"MACASSAR MARU" sailing on or about 21st Feb.
"SAMARANG MARU" sailing on or about 12th Mar.For further particulars please apply to—
K. SUZUKI, Manager,
2nd Floor, Prince's Building.

Telephone 2506.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and New York by far, freight steamers

For BOSTON and NEW YORK
S.S. "PRINCE OF WALES" (via Rio) nearly Mar.
For Freight and full particulars apply to—
FURNES (FAR EAST) LIMITED.
(Incorporated in Great Britain)
5th George's Building.Telephone 2745.
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